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Canada Railway transport committee
Judgements, orders, regulations and rulings
1968.



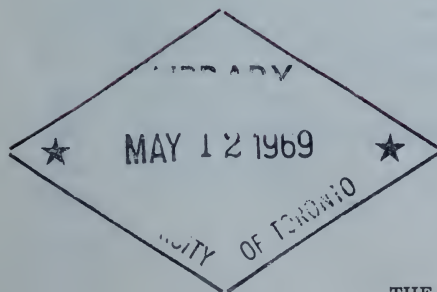
Canadian Transport Commission

Railway Transport Committee

JUDGMENTS, ORDERS, REGULATIONS AND RULINGS

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from
JANUARY 1, 1968
to
DECEMBER 31, 1968



THE QUEEN'S PRINTER
OTTAWA, 1969

Canadian Transport Commission

Railway Transport Committee

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OF

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Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

DECISION OF ITS RAILWAY TRANSPORT COMMITTEE IN RE THE BELL TELEPHONE COMPANY OF CANADA

File: C.955.176

January 23, 1968

Under the Railway Act of Canada, the Canadian Transport Commission has the duty to maintain continuing surveillance over the affairs of The Bell Telephone Company to ensure that telephone rates are just and reasonable and are free from unjust discrimination or undue preference.

In the fulfilment of this duty, the Commission's predecessor, the Board of Transport Commissioners for Canada, issued a Judgment in May 1966 after a thorough and careful review of the financial structure of Bell Telephone under the circumstances and conditions prevailing at that time.

In measuring the justness and reasonableness of The Bell Telephone rate structure, the Board of Transport Commissioners in that Judgment used as a yardstick a permissive level of earnings on the company's total average capitalization ranging from 6.2% to 6.6%.

In December 1967, as part of the normal exercise of its duties, the Railway Transport Committee of the Commission requested and received from Bell Telephone estimates of its earnings for the calendar year 1967 and for the first six months of 1968. These estimates indicate that the Company's present rate structure will produce during this period earnings within the range of 6.7% to 6.8%. This level would be more than that permitted by the Judgment of the Board of Transport Commissioners of May 1966. Accordingly, the Railway Transport Committee directed Bell Telephone to say whether, in the light of the estimated level of earnings and the Judgment of the Board of Transport Commissioners, it had proposals for any reductions in telephone rates, taking into account the circumstances and conditions prevailing at the present time.

Bell Telephone has advised the Railway Transport Committee that it does not have any proposals for rate reductions. The Company has drawn to the attention of the Committee the very sharp rise in interest rates which has occurred since May 1966 resulting in a substantial increase in its embedded cost of debt capital. Bell Telephone has represented to the Railway Transport Committee that in the face of this very

substantial increase in its cost of money, and the accelerated demand for service with a consequent increase in its construction and labour costs, it should not be expected to implement any reduction in its telephone rates.

The Railway Transport Committee has made its own independent study of the matter and has decided that, at this time, there has been such a change in the circumstances and conditions that prevailed in May 1966 when the Judgment of the Board of Transport Commissioners was issued that Bell Telephone should not be required to reduce its telephone rates. Accordingly the Committee will not order Bell Telephone to reduce its rates.

Under the powers given to it by the Railway Act, the Committee has undertaken a review upon its own motion and will issue in the near future its Review Judgment relative to the findings contained in the earlier Judgment of 1966.

Issued at Ottawa, January 23, 1968 at 3.30 p.m., by direction of the Railway Transport Committee.

(Sgd.) C.W. Rump,
Secretary,
Railway Transport Committee,
Canadian Transport Commission.

COMMISSION CANADIENNE DES TRANSPORTS

DÉCISION DE SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER
CONCERNANT LA COMPAGNIE DE TÉLÉPHONE BELL DU CANADA

*Dossier: C.955.176
le 23 janvier 1968*

En vertu de la Loi sur les chemins de fer, il appartient à la Commission canadienne des transports d'exercer une surveillance continue sur l'activité de la Compagnie de téléphone Bell afin de s'assurer que les taux téléphoniques sont justes et raisonnables et ne font l'objet d'aucune disparité ou préférence injuste.

A cet égard, le prédécesseur de la Commission, la Commission des transports du Canada, a publié un jugement en mai 1966, à la suite d'une étude attentive et approfondie de la structure financière de la Compagnie de téléphone Bell, compte tenu des circonstances et de la situation d'alors.

Dans ce jugement, la Commission des transports du Canada s'est servie, comme barème, pour juger du caractère équitable et raisonnable de la structure tarifaire de la Compagnie de téléphone Bell, d'un niveau autorisé de bénéfices allant de 6.2 p. 100 à 6.6 p. 100 de la totalité de la capitalisation moyenne de cette compagnie.

En décembre 1967, le Comité des transports par chemin de fer de la Commission a, dans l'exercice normal de ses fonctions, demandé à la Compagnie de téléphone Bell, et reçu d'elle, des états estimatifs de ses bénéfices pour l'année civile 1967 et pour les six premiers mois de 1968. Ces états estimatifs révèlent que la structure tarifaire actuelle de la Compagnie lui procurera pendant cette période des bénéfices variant entre 6.7% et 6.8%, niveau supérieur au niveau autorisé par le jugement de mai 1966 de la Commission des transports du Canada. En conséquence, le Comité des transports par chemin de fer a enjoint à la Compagnie de téléphone Bell de lui préciser si, vu le niveau prévu des bénéfices et le jugement de la Commission des transports du Canada, elle projetait une réduction des taux téléphoniques, compte tenu des circonstances et de la situation actuelles.

La Compagnie de téléphone Bell a informé le Comité des transports par chemin de fer qu'elle ne projetait aucune réduction de taux. Elle a attiré l'attention du Comité sur la très forte augmentation des taux d'intérêt qui s'est produite depuis mai 1966, et qui a eu pour effet d'augmenter dans des proportions importantes le coût du capital emprunté. Elle a laissé entendre au Comité qu'en raison de cette augmentation considérable du coût de l'argent qu'elle emprunte, de la demande accrue de services et de l'augmentation du coût de la main-d'oeuvre et de la construction qui en résulte, on ne pouvait s'attendre à ce qu'elle réduise ses taux téléphoniques.

Le Comité des transports par chemin de fer a, de son côté, étudié la question et a décidé qu'en raison de tous les changements de circonstances et de situation qui se sont produits depuis que la Commission des transports avait rendu son jugement en mai 1966, on ne peut demander à la Compagnie Bell de réduire ses taux téléphoniques. En conséquence, le Comité n'ordonnera pas à la Compagnie Bell de réduire ses taux téléphoniques.

En vertu des pouvoirs qui lui sont conférés par la Loi sur les chemins de fer, le Comité a entrepris d'étudier la question, de sa propre initiative, et il publiera prochainement un jugement révisé relativement aux conclusions contenues dans le jugement de 1966.

Publié à Ottawa le 23 janvier 1968 à 15h.30, par ordre du Comité des transports par chemin de fer.

Le Secrétaire du Comité des transports
par chemin de fer de la Commission
canadienne des transports,

C.W. RUMP.

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Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

IN THE MATTER OF the Application of Canadian National Railway Company, Telecommunications Department, and Canadian Pacific Railway Company, Telecommunications Department, dated February 22, 1967, under the provisions of Section 380(12) of the Railway Act, for approval of a Memorandum of Agreement between the said companies providing for the reciprocal abandonment of telegraph offices.

File 10041.177

January 24, 1968

JUDGMENT

BY ITS RAILWAY TRANSPORT COMMITTEE:

On February 22, 1967, the Canadian National Railway Company, Telecommunications Department, and the Canadian Pacific Railway Company, Telecommunications Department, made a joint application, under the provisions of Section 380(12) of the Railway Act, for approval of a proposed Memorandum of Agreement between the two companies, providing for the reciprocal abandonment of telegraph offices in areas where the volume of business does not justify the retention of offices by both companies.

The reasons advanced in justification of the proposed Memorandum of Agreement are set out in the preamble thereto. They include a steady decline in the volume of telegraph message traffic consequent upon improvements and diversification in communication facilities generally, a decline which approximated 5.0% per annum between 1956 and 1966 and which has increased somewhat since 1956; and the fact that the establishment of some twenty joint telegraph offices throughout Canada has not proved entirely satisfactory and has, moreover, precluded the full achievement of all possible economies because of the retention of dual facilities.

In the light of this experience, both companies now consider that the public interest and the provision of a more effective and efficient telegraph service would be better served by the development of areas of operation exclusive to each company, rather than by continued competition for a declining volume of message traffic. Under such a policy, each company's services and facilities would be interconnected and complementary; there would be no increase whatever in the cost of telegraph messages to the public, as a result of the policy; and there would be no deterioration in the level of telegraph service to be furnished.

As a basis for the withdrawal of service by one company in favour of an exclusive service by the other company, the proposed Memorandum of Agreement sets out ten detailed principles which may be summarized as embracing the following considerations: (a) reciprocal withdrawals are to be based upon an equalization of gross revenues from commercial telegraph offices and neither company is to increase its share of such gross revenues at the expense of the other company; (b) plant layout is to be a factor to be considered; and (c) both companies are to adopt an identical policy with respect to those employees affected by the reciprocal withdrawal program.

Although Appendix "A" to the proposed Memorandum of Agreement lists 51 telegraph offices, to which the companies have agreed the reciprocal withdrawal plan will apply, Appendix "A" also provides that such list may be amended from time to time.

Submissions with respect to the companies' application were received from the General Chairmen of the Commercial Telegraphers' Union, (C.N.T. Division 43 and C.P.R. Division 1), under date of June 2, 1967. The Union took the position that approval of the Memorandum of Agreement, if given, should apply to no more than sixteen specific locations at which it asserted the telegraph offices were scheduled for immediate abandonment, and further that no closings of telegraph offices should be permitted until negotiations had been completed in respect of the employees affected.

Subsequent to the submissions of the Union, an agreement was entered into between the companies and the Union, dated October 2, 1967, providing for "conditions to minimize the adverse effects upon employees involved in the reciprocal withdrawal of services, pursuant to the provisions of Article VII of the Master Agreement of March 14, 1967." As a result, the Railway Transport Committee wrote to the Union on October 17, 1967 and advised the General Chairmen that, on the basis of what was before the Committee, it appeared that the Committee was now in a position to deal with the companies' joint application of February 22, 1967 without the necessity of a public hearing. The Committee asked the Union whether or not it concurred in such a view and the Union advised the Committee on November 16, 1967 that, in view of the Agreement of October 2, 1967, it did not intend to appear before the Committee at a public hearing.

The probable adverse effects of the companies' proposed plan upon its employees were also dealt with in a number of submissions received from other parties, but in view of the Agreement of October 2, 1967 it appears unnecessary to recite them here.

Submissions were also received objecting to the proposed closing of telegraph offices at eight locations, generally on the grounds that telegraph service would be curtailed or eliminated entirely. As indicated above, however, the proposed reciprocal abandonment plan does not contemplate either a curtailment or an elimination of telegraph service, but rather the provision of full service by a single company within agreed-upon areas of exclusive operation.

Initially, in dealing with submissions which were received in opposition to the companies' application of February 22, 1967, we indicated our intention to hold a public

hearing with respect to this matter. In view of the agreement which has been reached between the companies and the Union, and because the companies' proposal will not adversely affect either charges or service to the public, we no longer consider that the time and expense of a public hearing of this matter is warranted.

DISCUSSION AND CONCLUSIONS

The companies seek our approval of the proposed Memorandum of Agreement with respect to the reciprocal abandonment plan under the provisions of Section 380(12) of the Railway Act, which reads as follows:

"All contracts, agreements and arrangements between the company and any other company, or any province, municipality or corporation having authority to construct or operate a telegraph or telephone system or line, whether such authority is derived from the Parliament of Canada or otherwise, for the regulation and interchange of telegraph or telephone messages or service passing to and from their respective telegraph or telephone systems and lines, or for the division or apportionment of telegraph or telephone tolls, or generally in relation to the management, working or operation of their respective telegraph or telephone systems or lines, or any of them, or any part thereof, or of any other systems or lines operated in connection with them or either of them, are subject to the approval of the Commission, and shall be submitted to and approved by the Commission before such contract, agreement or arrangement has any force or effect."

Before dealing with the provisions of Section 380(12), however, we consider it is important to make a clear distinction between three different cases with respect to the closing, abandonment or joint operation of telegraph offices, because the Commission's powers are quite different in each case. These three cases are:

- (1) The independent action of a single telegraph company in closing its telegraph office at a particular point: (generally, this is accompanied by the provision of telegraph service to and from that point by means of free telephone long-distance service to and from its nearest open telegraph office);
- (2) The establishment and operation of joint telegraph offices; and
- (3) The reciprocal abandonment of telegraph service, such as is proposed by the application now before us.

So far as case (1) is concerned, it must be observed that Sections 168 and 182 of the Railway Act, dealing with abandonment of operation and the closing or abandonment of stations, do not apply to telegraph companies by virtue of the exceptions set out in Section 380(13) of the Railway Act. Thus, a telegraph company does not require the prior approval of the Commission to close any of its own telegraph offices or to abandon the provision of telegraph service at a particular point. It follows from this that the Commission cannot direct a telegraph company to maintain offices or service at particular points, nor can the Commission direct a telegraph company to reinstate service after it has ceased to provide it.

Case (2) has, in the past, involved approval of the pooling of tolls under the provisions of Section 318 of the Railway Act, which were in effect prior to the enactment of the National Transportation Act, (c. 69 of the Statutes of 1967). Section 44 of this latter Statute repealed Section 318 of the Railway Act and, consequently, those provisions no longer prevail, although they were a consideration dealt with by the Board of Transport Commissioners for Canada in its Judgment of January 16, 1961, (51 B.T.C. 25), in connection with the joint telegraph office at Fort William, Ontario.

Although a telegraph company does not require the prior approval of the Commission, when taking independent action to close any of its own telegraph offices or to withdraw service at particular points, the provisions of Section 380(12) of the Railway Act apply where such action is not independent but is pursuant to an agreement providing for reciprocal action on the part of another telegraph company; (Case (3)). The pertinent clauses of Section 380 (12), with respect to such an agreement are as follows:

"All . . . agreements . . . between the company and any other company, . . . generally in relation to the management, working or operation of their respective telegraph . . . systems or lines, or any of them, or any part thereof, . . . are subject to the approval of the Commission, and shall be submitted to and approved by the Commission before such . . . agreement . . . has any force or effect."

The Railway Act is silent as to the principles or criteria to be taken into consideration by the Commission in determining whether or not an agreement of the type now before us should be approved by the Commission. However, it seems to us self-evident that we cannot apply principles or criteria which are based upon a jurisdiction we do not possess in cases where telegraph companies independently close offices, or withdraw or curtail service. Thus, for example, the adequacy of telegraph service resulting from the implementation of an agreement for reciprocal abandonment cannot be a criterion, because it would imply powers we do not possess, with respect to abandonment of telegraph service generally, even though the telegraph companies have declared in their submissions that the reciprocal abandonment program will not adversely affect service to the public.

Having regard to our powers with respect to telegraph companies, which are principally with respect to telegraph tolls to be charged to the public, we consider that the criterion to be applied in dealing with an application for approval of an agreement for reciprocal abandonment of telegraph service is simply the prudence of management in entering into such an agreement.

To sum up the matter, the evidence before us is that no deterioration of service will be encountered by the public, nor will it be called upon to meet higher charges as a result of implementation of the agreement. There will also be benefits achieved by the companies concerned in respect of their expenses which can redound to the ultimate benefit of the public. Consequently, we consider the plan set out in the agreement to be a prudent one which should be approved by us.

As noted above, the proposed agreement is based upon an equalization of gross revenues and not upon an equalization of the numbers of offices to be closed. Further, the last paragraph of the proposed agreement provides for either additions to, or deletions from, the list of telegraph offices set out in Appendix "A" thereto. Our approval of the proposed agreement must therefore, we consider, be directed to the ten principles in such agreement, upon which the two companies propose to base the reciprocal abandonment of telegraph offices, and not upon the specific offices which may be involved from time to time as Appendix "A" is modified in the light of changing conditions affecting gross revenues from commercial telegraph service. To limit our approval to specifically named telegraph offices would imply, not only that the Commission has jurisdiction over the closing of a single telegraph office, (which it clearly has not), but also that the proposed agreement is based upon numbers of offices rather than upon an equalization of gross revenues.

We therefore consider that revisions to Appendix "A", following approval of the duly executed Memorandum of Agreement, are to be filed with the Commission for information only.

FINDINGS

We therefore find that the proposed Memorandum of Agreement, filed with the companies' application of February 22, 1967, is one that should be approved by the Commission. Upon the filing of such Agreement, duly executed by both companies, an Order will issue approving it.

(Sgd.) D.H. Jones, Chairman.
(Sgd.) H.J. Darling, Commissioner.
(Sgd.) J.E. Dumontier, Commissioner.
(Sgd.) H.H. Griffin, Commissioner.
(Sgd.) W.R. Irwin, Commissioner.
(Sgd.) A.S. Kirk, Commissioner.
(Sgd.) John M. Woodard, Commissioner.

Ottawa,
January 24, 1968.

58 R.T.C.

COMMISSION CANADIENNE DES TRANSPORTS

RELATIVEMENT à la requête que la Compagnie des chemins de fer Nationaux du Canada, division des télécommunications, et la Compagnie de chemin de fer du Pacifique-canadien, division des télécommunications, ont présentée le 22 février 1967 en vertu des dispositions du paragraphe (12) de l'article 380 de la Loi sur les chemins de fer, en vue d'obtenir l'approbation d'une convention devant intervenir entre lesdites Compagnies et prévoyant l'abandon réciproque de bureaux télégraphiques.

Dossier 10041.177

le 24 janvier 1968.

JUGEMENT

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER:

Le 22 février 1967, la Compagnie des chemins de fer Nationaux du Canada, division des télécommunications, et la Compagnie de chemin de fer du Pacifique-Canadien, division des télécommunications, ont, en vertu des dispositions du paragraphe (12) de l'article 380 de la Loi sur les chemins de fer, présenté une requête en vue d'obtenir l'approbation du projet d'une convention devant intervenir entre les deux compagnies et prévoyant l'abandon réciproque de bureaux télégraphiques dans les régions où le trafic télégraphique ne justifie pas le maintien de bureaux par les deux compagnies.

Les raisons invoquées pour justifier ce projet de convention sont indiquées dans le préambule du projet. Parmi ces raisons, il y a la diminution régulière du volume des messages télégraphiques par suite de l'amélioration et de la diversification des moyens de communication en général, diminution qui a été d'environ 5 p. 100 par année entre 1956 et 1966, et qui a quelque peu augmenté depuis 1956; il y a également le fait que la création de quelque vingt bureaux de télégraphe communs n'a pas donné entièrement satisfaction et a, en outre, empêché la réalisation de toutes les économies possibles, par suite du maintien de bureaux doubles.

A la lumière de cette expérience, les deux compagnies estiment maintenant qu'elles serviraient mieux l'intérêt du public et qu'elles parviendraient à assurer un service télégraphique meilleur, plus efficace, si elles établissaient des zones d'exploitation réservées pour chaque compagnie, plutôt que de continuer à se faire concurrence pour un trafic télégraphique qui diminue. Avec une telle politique, les services et les installations de chaque compagnie seraient conjugués et complémentaires; il ne s'ensuivrait aucune augmentation du coût des messages télégraphiques pour le public et la qualité du service assuré n'en subirait aucune diminution.

Le projet de convention expose en détail dix principes sur lesquels se fonde la suppression de services d'une compagnie en faveur de services exclusifs d'une autre compagnie. Ces principes peuvent se résumer à ceci: a) les suppressions réciproques

devront s'appuyer sur une péréquation des recettes brutes des bureaux de télégraphe commerciaux et aucune des deux compagnies ne devra augmenter sa part de ces recettes brutes au détriment de l'autre; b) la disposition des bureaux devra être un facteur à considérer; c) les deux compagnies devront adopter une politique identique à l'égard des employés touchés par le régime de suppressions réciproques.

Bien que l'appendice "A" du projet de convention donne une liste de 51 bureaux télégraphiques pour lesquels les deux compagnies sont tombées d'accord pour appliquer le régime de suppressions réciproques, cet appendice "A" prévoit également la possibilité de modifier cette liste de temps à autre.

Relativement aux requêtes des compagnies, nous avons reçu du président général du syndicat des télégraphistes (Commercial Telegraphers' Union, C.N.T. Division 43 et C.P.R. Division 1) des mémoires datés du 2 juin 1967. Le syndicat a adopté la position suivante: l'approbation du projet de convention, si elle était donnée, devrait s'étendre à au plus seize endroits déterminés où la demande affirme que les bureaux télégraphiques sont censés être abandonnés immédiatement, et qu'en outre la fermeture d'un bureau ne devrait pas être autorisée avant la fin des négociations relatives aux employés touchés par ces mesures.

Depuis la présentation de ces mémoires, il a été passé le 2 octobre 1967, entre le syndicat et les compagnies, un contrat prévoyant "des conditions destinées à réduire au minimum pour les employés en cause les inconvénients résultant de la suppression réciproque de services, conformément aux dispositions de l'Article VII de la Convention générale du 14 mars 1967". En conséquence, le Comité des transports par chemin de fer a écrit au syndicat le 17 octobre 1967 et a informé son président général qu'à la lumière des documents en possession du Comité, il semblait que ce dernier était en mesure de donner suite à la requête commune des deux compagnies, en date du 22 février 1967, sans avoir recours à une audience publique. Le Comité a demandé au syndicat s'il partageait son point de vue, et ce dernier a, le 16 novembre 1967, avisé le Comité qu'en considération du contrat du 2 octobre 1967, il n'était pas dans ses intentions de comparaître devant le Comité à une audience publique.

Les conséquences défavorables qu'aura probablement, pour les employés des compagnies en cause, la mise en oeuvre du régime projeté, ont également été étudiées dans un certain nombre de mémoires présentés par d'autres intéressés, mais, à cause de l'accord du 2 octobre 1967, il apparaît superflu de les exposer ici.

Ont également été reçus d'autres mémoires qui s'opposent à la fermeture des bureaux télégraphiques dans huit localités; ces objections sont généralement fondées sur l'hypothèse selon laquelle le service télégraphique serait réduit ou entièrement supprimé. Cependant, comme on l'a indiqué précédemment, le régime proposé d'abandon réciproque ne vise ni à la réduction ni à la suppression du service télégraphique, mais plutôt à l'exploitation d'un service complet par une seule compagnie à l'intérieur d'une zone convenue d'exploitation exclusive.

Au début, en nous occupant des mémoires que nous avons reçus en opposition à la requête des compagnies datée du 22 février 1967, nous avons indiqué notre intention de tenir une audience publique sur cette question. Étant donné qu'un accord est intervenu entre les compagnies et le syndicat et que la proposition des compagnies n'affectera ni le coût ni la qualité des services à la disposition du public, nous ne considérons plus que le coût de la tenue d'une audience publique à ce sujet soit justifié.

DISCUSSION ET CONCLUSIONS

Les compagnies demandent que nous approuvions ce projet de convention relatif au régime d'abandon réciproque en vertu des dispositions du paragraphe (12) de l'article 380 de la Loi sur les chemins de fer, qui est ainsi libellé:

“Tous les contrats, marchés et arrangements conclus entre la compagnie et une autre compagnie, ou une province, municipalité ou corporation qui possède le pouvoir de construire ou de tenir en service un réseau ou une ligne de téléphone ou de télégraphe, que ce pouvoir lui vienne du Parlement du Canada ou d'ailleurs, et visant la réglementation et l'échange de communications et de services télégraphiques ou téléphoniques entre leurs réseaux et lignes télégraphiques ou téléphoniques respectifs, ou la division ou répartition des taux de télégraphe ou de téléphone, ou se rapportant d'une manière générale à l'administration, à l'exploitation ou à la mise en service de l'un ou de plusieurs de leurs réseaux ou de l'une ou de plusieurs de leurs lignes de télégraphe ou de téléphone respectives, en totalité ou en partie, ou d'autres réseaux ou lignes exploités en liaison avec les réseaux ou lignes susdits ou l'un ou l'autre desdits réseaux ou lignes, sont subordonnés à l'agrément de la Commission et doivent lui être soumis et être agréés par elle avant que lesdits contrats, marchés ou arrangements deviennent exécutoires.”

Toutefois, avant de traiter des dispositions du paragraphe (12) de l'article 380, nous considérons qu'il importe d'établir une distinction bien nette entre trois cas différents relativement à la fermeture, à l'abolition ou à l'exploitation de bureaux de télégraphe communs, parce que les pouvoirs de la Commission sont entièrement différents dans chaque cas. Ces cas sont les suivants:

- (1) L'initiative prise isolément par une seule compagnie de télégraphe qui ferme son bureau de télégraphe en un point donné: (cette mesure est généralement suivie de dispositions prévoyant l'établissement d'un service télégraphique avec ce point au moyen d'un service téléphonique interurbain assuré gratuitement avec le plus proche bureau de télégraphe en exploitation;
- (2) L'installation et l'exploitation de bureaux de télégraphe communs; et
- (3) L'abandon réciproque de bureaux de télégraphe, comme le propose la requête qui nous est actuellement soumise.

Dans le premier cas, il est à noter que les articles 168 et 182 de la Loi sur les chemins de fer, qui traitent de l'abandon de l'exploitation ou de la fermeture ou de l'abandon de gares, ne s'appliquent pas aux compagnies de télégraphe, en vertu des exceptions prévues au paragraphe (13) de l'article 380 de la Loi sur les chemins de fer. Ainsi, une compagnie de télégraphe n'est pas tenue d'obtenir au préalable l'approbation de la Commission pour fermer l'un de ses bureaux de télégraphe ou pour abandonner l'exploitation d'un service télégraphique en un point donné. Il s'ensuit que la Commission ne peut ordonner à une compagnie de télégraphe de maintenir des bureaux ou un service en un point donné, ni l'obliger à rétablir un service qu'elle a cessé d'assurer.

En ce qui concerne le deuxième cas, il fallait, dans le passé, en vertu des dispositions de l'article 318 de la Loi sur les chemins de fer, qui était en vigueur avant la promulgation de la Loi nationale sur les transports (chap. 69 des statuts de 1967), que l'approbation des taux soit obtenue. L'article 44 de cette dernière loi abroge l'article 318 de la Loi sur les chemins de fer, et, en conséquence, ces dispositions ne sont plus applicables, bien que la Commission des transports du Canada en ait tenu compte dans son jugement du 16 janvier 1961 (51 B.T.C. 25), relatif au bureau de télégraphe commun de Fort William (Ont.).

Bien qu'une compagnie de télégraphe n'ait pas besoin de l'approbation préalable de la Commission lorsqu'elle prend isolément des mesures en vue de la fermeture de l'un de ses propres bureaux de télégraphe, ou de la suppression de services, en un point donné, les dispositions du paragraphe (12) de l'article 380 de la Loi sur les chemins de fer sont applicables lorsqu'une telle initiative n'est pas prise isolément mais qu'elle résulte d'un marché prévoyant une action réciproque de la part d'une autre compagnie de télégraphe.

Dans le troisième cas, les dispositions du paragraphe (12) de l'article 380 qui se rapportent à un tel marché sont les suivantes:

"Tous.marchés. . . .conclus entre la compagnie et une autre compagnie. . . .se rapportant d'une manière générale à l'administration, à l'exploitation ou à la mise en service de l'un ou de plusieurs de leurs réseaux ou de l'une ou de plusieurs de leurs lignes de télégraphe respectives, en totalité ou en partie. . . . sont subordonnés à l'agrément de la Commission et doivent lui être soumis et être agréés par elle avant que lesdits. . . .marchés. . . .deviennent exécutoires."

La Loi sur les chemins de fer est muette sur les principes ou les critères à prendre en considération par la Commission pour déterminer si un marché du type de celui qui nous est soumis doit être ou non soumis à l'agrément de la Commission. Toutefois, il nous apparaît bien évident que nous ne pouvons appliquer des principes ou des critères fondés sur une compétence que nous ne possédons pas, ce qui est le cas lorsque des compagnies de télégraphe prennent isolément l'initiative de fermer des bureaux ou de supprimer ou de réduire des services. Ainsi, par exemple, la suffisance d'un service télégraphique résultant de l'exécution d'un marché relatif à un abandon réciproque ne saurait servir de critère, parce que cela supposerait des pouvoirs que nous ne

possédons pas relativement à l'abandon des services télégraphiques en général, même si les compagnies de télégraphe ont déclaré dans leurs mémoires que le régime d'abandon réciproque ne dérangerait pas le service assuré au public.

En ce qui concerne notre compétence vis-à-vis des compagnies de télégraphe, compétence qui a principalement pour objet les taux télégraphiques à demander au public, nous estimons que le critère à utiliser pour examiner la demande d'approbation d'un marché concernant l'abandon réciproque de services télégraphiques est simplement la question de savoir si la direction fait preuve de sagesse, en concluant un tel marché.

En conclusion, il nous apparaît bien évident que l'exécution du marché n'entraînera pour le public ni un service moins bon, ni une augmentation des taux. Les compagnies en cause réaliseront en outre des économies d'exploitation qui pourront être finalement à l'avantage du public. Nous estimons en conséquence que le régime établi dans le marché est sage et que nous devons l'approuver.

Comme il a été mentionné ci-dessus, le marché proposé est fondé sur une péréquation des recettes brutes des compagnies, et non sur le nombre de bureaux qui doivent être fermés. En outre, le dernier paragraphe du marché proposé prévoit soit des additions, soit des suppressions dans la liste des bureaux de télégraphe figurant dans l'appendice "A" de ce marché. Nous estimons, en conséquence, que notre approbation du marché proposé doit s'appuyer sur les dix principes qui figurent dans ce marché et sur lesquels les deux compagnies se proposent de se fonder pour abandonner réciproquement des bureaux de télégraphe, et non sur les bureaux déterminés qui pourront de temps à autre être mis en cause au fur et à mesure des modifications qui seront apportées à l'appendice "A", par suite de l'évolution des recettes brutes du service télégraphique commercial. Limiter notre approbation à des bureaux nommément désignés impliquerait que, non seulement la Commission a compétence pour fermer un bureau de télégraphe en particulier (ce qui n'est évidemment pas le cas) mais aussi que le marché proposé est fondé sur le nombre de bureaux et non sur une péréquation des recettes brutes.

Nous estimons donc que les révisions de l'appendice "A" qui viendront après l'approbation de la convention dûment souscrite devront être déposées à la Commission à titre de renseignements seulement.

CONCLUSIONS

Nous en arrivons donc à la conclusion que le projet de convention déposé avec la demande du 22 février 1967 des compagnies est un projet qui doit être approuvé par la Commission. Dès que cette convention, dûment souscrite par les deux compagnies, aura été déposée, il sera rendu une ordonnance qui l'approuvera.

(Signature) D.H. Jones, président
(Signature) H.J. Darling, commissaire
(Signature) J.E. Dumontier, commissaire
(Signature) H.H. Griffin, commissaire
(Signature) W.R. Irwin, commissaire
(Signature) A.S. Kirk, commissaire
(Signature) John M. Woodard, commissaire

Ottawa,
le 24 janvier 1968
58 R.T.C.

Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1128

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS—

D.H. JONES

H.J. DARLING

H.H. GRIFFIN

W.R. IRWIN

A.S. KIRK

J.M. WOODARD

*IN THE MATTER OF Section 314B
of the Railway Act and regulations
governing applications to abandon the
operation of branch lines under Section
314B of the Railway Act:*

File No. 46162

WHEREAS section 314B of the Railway Act provides that if a company desires to abandon the operation of a branch line, the company shall, in accordance with the rules and regulations of the Commission in that regard, file with the Commission an application to abandon the operation of that line; and

WHEREAS subsection (3) of section 17 of the National Transportation Act provides that a committee of the Commission may, in accordance with the rules and regulations of the Commission, exercise all the powers and duties of the Commission and the orders, rules or directions made or issued by a committee of the Commission have effect, subject to subsection (4) as though they were made or issued by the Commission; and

WHEREAS pursuant to General Rules of the Commission, the Railway Transport Committee is directed to perform all functions of the Commission under the Railway Act; and

WHEREAS it is expedient to make regulations governing applications to abandon the operation of branch lines;

The Railway Transport Committee of the Canadian Transport Commission hereby makes the annexed regulations cited:

“Regulations Governing Applications to Abandon the Operation of Branch Lines Under Section 314B of The Railway Act” to come into force on the 17th day of January, 1968.

58 R.T.C.

Dated at Ottawa, this 17th day of January, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION
RAILWAY TRANSPORT COMMITTEE
REGULATIONS GOVERNING APPLICATIONS
TO ABANDON THE OPERATION OF BRANCH LINES UNDER
SECTION 314B OF THE RAILWAY ACT

Interpretation

- | | |
|------------------------|---|
| Definitions | 1. In these regulations, |
| “Application” | (a) “application” includes appendices thereto; |
| “Branch Line” | (b) “branch line” means a line of railway in Canada of a railway company that is subject to the jurisdiction of Parliament that, relative to a main line within the company’s railway system in Canada of which it forms a part, is a subsidiary, secondary, local or feeder line of railway, and includes a part of any such subsidiary, secondary, local or feeder line of railway; |
| “Commission” | (c) “Commission” means the Canadian Transport Commission; |
| “Committee” | (d) “Committee” means the Railway Transport Committee of the Commission; |
| “Secretary” | (e) “Secretary” means the Secretary of the Commission and includes the person acting as Secretary of the Railway Transport Committee. |
| | 2. (1) These regulations govern applications for the abandonment of the operation of a branch line filed with the Committee after these regulations come into force. |
| | (2) These regulations also apply to applications for the abandonment of the operation of a branch line filed with the Board of Transport Commissioners for Canada or the Commission before the coming into force of these regulations and to proceedings in regard to abandonment of operation of a branch line then pending, to such extent as the Committee shall direct. |
| Applications | 3. (1) If a company desires to abandon the operation of a branch line, it shall make an application to the Committee in accordance with the General Rules of the Commission and these regulations. |
| | (2) The company shall file the application and ten copies thereof with the Secretary. |
| Notice and Publication | 4. (1) Before filing the application, the company shall request directions from the Committee for giving public notice of the application; and, unless otherwise directed by the Committee, the |

company shall, concurrently with the filing of the application, post a notice of the application in each station on the branch line and mail at least one copy of the application to

- (a) the attorney general of each province in which the line is located;
- (b) the members of Parliament and of the Provincial Legislature of each constituency in which the line is located;
- (c) the secretary or clerk of each city, town and municipality in which the line is located; and
- (d) such other interested parties as the Committee may specify.

(2) The application, and the notice required by subsection (1) of this section, shall contain the following paragraph:

“In accordance with regulations of the Canadian Transport Commission, notice is hereby given that any person desiring to make submissions in respect of this application may do so by mailing them to the Secretary, Railway Transport Committee, Canadian Transport Commission, 400 Laurier Avenue, West, Ottawa, within thirty days from the date of this notice. A copy of such submissions shall also be mailed to the applicant railway company at the address set forth below, within the same period.”

(3) Where the line is located wholly or partly in the Province of Quebec, the application and the notice thereof shall be in both the English and French languages.

5. The application shall contain:

- (1) the name of the subdivision and the mileages between which abandonment is proposed;
- (2) the names of stations on the line with mileages and approximate populations and a description of the present service;
- (3) a statement of the history of the line, the present physical condition and any operating restrictions;
- (4) a statement regarding:
 - (a) the highway facilities in the area served by the line;
 - (b) the distances from stations on the line to alternative stations on other lines;
 - (c) alternative modes of transport in the area;
 - (d) any seasonal restrictions on such alternative transport;

- (e) any known potential resource development in the area;
- (f) any services planned for the future or proposed in the event of abandonment;
- (g) anticipated changes in the transportation practices of those using or likely to use the line proposed for abandonments; and
- (h) the effect of such changes on other lines and other carriers in the area;

(5) a statement on the feasibility of continuing to operate all or part of the branch line by changing the method of operation or by interconnection with other lines of the company;

(6) a statement on the feasibility of continuing to operate all or part of the branch line either jointly with or as part of the system of another railway company by sale or lease of the line or segments thereof to another railway company, or by the exchange of operating or running rights between companies or otherwise, including, where necessary, the construction of connecting lines with the lines of other companies; and

(7) (a) a statement showing by year for the last three consecutive financial years of the company immediately preceding the date of the application, the traffic originating and the traffic terminating at each station on the branch lines;

(b) for the purposes of paragraph (a) of this subsection, when an application for abandonment of the operation of a branch line is filed prior to the 1st day of April in any year, the last three consecutive financial years of the applicant company shall be deemed to be the three consecutive financial years of the company immediately preceding the last financial year of such company.

Statement of
traffic, revenues
and costs

6. (1) Unless otherwise directed by the Committee, concurrently with the filing of the application, the company shall also submit to the Secretary, a statement of the traffic, revenues and costs attributable to the line showing by year for the last two financial years of the company immediately preceding the date of the application:

(a) the carload traffic originating and the carload traffic terminating at each station on the branch line, showing the commodities carried, the system points of origin and destination and the system revenues therefrom;

(b) all other revenues credited to the line;

- (c) the costs of operating the line and carrying the traffic originating and terminating thereon, prepared in accordance with Board of Transport Commissioners for Canada Order No. 123994.
- (2) The company shall also submit such other information as the Committee may request from time to time.
- (3) For the purposes of this section, when an application for abandonment of the operation of a branch line is filed prior to the 1st day of April in any year, the last two consecutive financial years of the applicant company shall be deemed to be the two consecutive financial years of the company immediately preceding the last financial year of such company.

COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE N° R-1128

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

COMMISSAIRES

D.H. JONES
H.J. DARLING
H.H. GRIFFIN
W.R. IRWIN
A.S. KIRK
J.M. WOODARD

*RELATIVE à l'article 314B de la
Loi sur les chemins de fer et aux
Règlements régissant les demandes d'a-
bandon d'exploitation d'embranchement
présentées en vertu de l'article
314B de la Loi sur les chemins de fer:*

Dossier n° 46162

ATTENDU QUE l'article 314B de la Loi sur les chemins de fer prévoit que si une compagnie désire abandonner l'exploitation d'un embranchement, elle doit, en conformité des règles et règlements de la Commission à ce sujet, déposer à la Commission une demande d'abandon de l'exploitation de cette ligne; et

ATTENDU QUE le paragraphe (3) de l'article 17 de la Loi nationale sur les transports prévoit qu'un comité de la Commission peut, en conformité des règles et règlements de la Commission, exercer tous les pouvoirs et les fonctions de la Commission et que les ordonnances, règles ou directives établies ou émises par un comité de la Commission ont le même effet, sous réserve des dispositions du paragraphe (4), que si elles avaient été établies ou émises par la Commission; et

ATTENDU QU'en vertu des Règles générales de la Commission, le Comité des transports par chemin de fer est chargé de remplir toutes les fonctions de la Commission en vertu de la Loi sur les chemins de fer; et

ATTENDU QU'il y a lieu d'établir des règlements régissant les demandes d'abandon d'exploitation d'embranchements;

Le Comité des transports par chemin de fer de la Commission canadienne des transports établit par la présente ordonnance le règlement ci-annexé, intitulé:

“Règlement régissant les demandes d'abandon d'exploitation d'embranchements présentées en vertu de l'article 314B de la Loi sur les chemins de fer”, qui doit entrer en vigueur le dix-septième jour de janvier 1968. Fait à Ottawa, le dix-septième jour de janvier 1968.

Le Secrétaire du Comité des transports
par chemin de fer,

C.W. RUMP

COMMISSION CANADIENNE DES TRANSPORTS
COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

RÈGLEMENT RÉGISSANT LES DEMANDES D'ABANDON D'EXPLOITATION
D'EMBRANCHEMENTS PRÉSENTÉES EN VERTU DE L'ARTICLE 314B DE
LA LOI SUR LES CHEMINS DE FER

Interprétation

- | | |
|-----------------|--|
| Définitions | 1. Dans le présent règlement, l'expression |
| "Demande" | a) "demande" comprend les appendices de la demande; |
| "Embranchement" | b) "embranchement" désigne une ligne de chemin de fer située au Canada, qui relève d'une compagnie assujettie à la juridiction du Parlement et qui, par rapport à une ligne principale du système ferroviaire de la compagnie situé au Canada et dont elle fait partie, constitue une ligne auxiliaire secondaire, locale ou de dérivation du chemin de fer, et comprend toute partie de cette ligne auxiliaire, secondaire, locale ou de dérivation du chemin de fer; |
| "Commission" | c) "Commission" désigne la Commission canadienne des transports; |
| "Comité" | d) "Comité" désigne le Comité des transports par chemin de fer de la Commission; |
| "Secrétaire" | e) "Secrétaire" désigne le secrétaire de la Commission et comprend la personne remplissant les fonctions de secrétaire du Comité des transports par chemin de fer. |
2. (1) Le présent règlement régit les demandes d'abandon de l'exploitation d'un embranchement qui seront déposées au Comité après l'entrée en vigueur du présent règlement.
- (2) Le présent règlement s'applique aussi aux demandes d'abandon de l'exploitation d'un embranchement qui auront été déposées à la Commission des transports du Canada ou à la Commission avant l'entrée en vigueur du présent règlement et aux procédures qui seront alors en cours relativement à l'abandon de l'exploitation d'un embranchement, dans la mesure où le Comité l'ordonnera.
- | | |
|----------|---|
| Demandes | 3. (1) Si une compagnie désire abandonner l'exploitation d'un embranchement, elle doit présenter au Comité une demande, conformément aux Règles générales de la Commission et aux prescriptions du présent règlement. |
| | (2) La Compagnie doit déposer sa demande et dix exemplaires de celle-ci au Secrétaire. |

Avis et
publication

4. (1) Avant de déposer une demande, la Compagnie doit demander au Comité des directives sur l'avis public à donner au sujet de cette demande; et, sauf instructions contraires du Comité, la compagnie doit, au moment du dépôt de la demande, afficher un avis de présentation de demande dans chaque gare de l'embranchement à abandonner et envoyer au moins un exemplaire de cette demande:
- a) au procureur général de chaque province dans laquelle est situé l'embranchement;
 - b) au député fédéral et au député provincial de chaque circonscription électorale dans laquelle l'embranchement est situé;
 - c) au secrétaire ou greffier de chaque ville et municipalité dans laquelle l'embranchement est situé; et
 - d) à tout autre intéressé que le Comité pourra spécifier.

(2) La demande, et l'avis exigé par le paragraphe (1) du présent article, devront contenir le paragraphe suivant:

“En conformité des règlements de la Commission canadienne des transports, avis est par les présentes donné que toute personne qui désire présenter des observations relativement à cette demande pourra le faire en adressant par la poste ces observations au secrétaire du Comité des transports par chemin de fer, Commission canadienne des transports, 400 ouest, avenue Laurier, Ottawa, dans les trente jours de la date du présent avis. Une copie de ces observations devra également être adressée à la compagnie de chemin de fer requérante, à l'adresse indiquée ci-dessous, dans le même délai.”

(3) Si l'embranchement est situé en totalité ou en partie dans la province de Québec, la demande et l'avis s'y rapportant devront être rédigés à la fois en français et en anglais.

5. La demande devra donner:

- (1) Le nom de la subdivision et les points milliaires entre lesquels l'abandon de l'embranchement est proposé;
- (2) Les noms des gares situées sur l'embranchement, avec indication des points milliaires, le chiffre approximatif des populations et une description du service existant;
- (3) un exposé portant sur l'historique de l'embranchement, sur son état physique actuel et sur les restrictions dont fait l'objet son exploitation;
- (4) un exposé concernant

- a) le réseau routier de la région desservie par l'embranchement;
 - b) les distances entre les gares de l'embranchement et les gares des autres lignes;
 - c) les autres moyens de transport de la région;
 - d) les restrictions saisonnières des autres moyens de transport;
 - e) la mise en valeur des ressources potentielles connues de la région;
 - f) les services qu'on se propose d'établir à l'avenir ou dans le cas de l'abandon de l'embranchement;
 - g) les changements prévus dans les habitudes de transport des personnes qui utilisent ou utiliseront probablement l'embranchement dont l'abandon est proposé; et
 - h) les incidences de ces changements sur les autres embranchements et autres transporteurs de la région;
- (5) un exposé relatif à la possibilité de continuer à exploiter l'embranchement ou une partie de celui-ci, en modifiant les méthodes d'exploitation utilisées ou en le reliant à d'autres lignes de la compagnie;
- (6) un exposé relatif à la possibilité de continuer à exploiter l'embranchement ou une partie de celui-ci soit conjointement avec le système d'une autre compagnie de chemin de fer, soit en tant que partie de ce dernier, par la vente ou la location à bail de l'embranchement ou de tronçons de celui-ci à une autre compagnie de chemin de fer ou par l'échange des droits d'exploitation et de parcours entre compagnies ou par un autre moyen, notamment, lorsque c'est nécessaire, par la construction de lignes de liaison avec les lignes d'autres compagnies; et
- (7) a) un état montrant pour chacune des trois dernières années financières de la compagnie qui précèdent immédiatement la date de la demande, le trafic en provenance et le trafic à destination de chaque gare de l'embranchement;
- b) pour les fins de l'alinéa a) du présent paragraphe, si la demande d'abandon de l'exploitation d'un embranchement est déposée antérieurement au 1^{er} avril d'une année, les trois dernières années financières consécutives de la compagnie requérante seront censées être les trois années financières consécutives de cette compagnie qui précèdent immédiatement sa dernière année financière.

- État concernant le trafic, les frais et les revenus
6. (1) Sauf avis contraire du Comité, la compagnie doit également, en même temps qu'elle produit sa demande d'abandon de l'exploitation d'un embranchement, soumettre au Secrétaire, relativement au trafic, aux frais et aux revenus de la compagnie afférents à l'embranchement, pour chacune des deux dernières années financières précédant immédiatement la date de la demande, un état montrant:
- a) le trafic par wagon en provenance et le trafic par wagon à destination de chacune des gares de l'embranchement, en indiquant les marchandises transportées, les gares de provenance et les gares de destination du réseau et les revenus y afférents pour le réseau;
 - b) tout autre revenu porté au crédit de l'embranchement;
 - c) le coût de l'exploitation de l'embranchement et du transport du trafic partant de cet embranchement ou y arrivant, établi conformément aux prescriptions de l'ordonnance n° 123994 de la Commission des transports du Canada.
- (2) La compagnie doit également produire tout autre renseignement que le Comité pourra demander, de temps à autre.
- (3) Pour les fins du présent article, si la demande d'abandon de l'exploitation d'un embranchement est déposée avant le 1^{er} avril d'une année, les deux dernières années financières consécutives de la compagnie requérante seront censées être les deux années financières consécutives de la compagnie qui précèdent sa dernière année financière.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1137

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS—

J.E. DUMONTIER

A.S. KIRK

IN THE MATTER OF the application of the Canadian National Railways, under Section 353 of the Railway Act, for authority to publish a rate of \$3.50 per ton of 2,000 pounds on Copper Concentrates, carloads, minimum weight 90% of marked capacity of car but not less than 140,000 pounds, from Dupuy, Quebec, to Noranda (Rouyn), Quebec, subject to a released valuation of \$50.00 per ton of 2,000 pounds:

File No. 40615.17

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The Canadian National Railways are authorized to publish a rate of \$3.50 per ton of 2,000 pounds on Copper Concentrates, carloads, minimum weight 90% of marked capacity of car but not less than 140,000 pounds, from Dupuy, Quebec, to Noranda (Rouyn), Quebec, subject to a released valuation of \$50.00 per ton of 2,000 pounds.

Dated at Ottawa, this 18th day of January, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1138

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

H.H. GRIFFIN

J.M. WOODARD

*IN THE MATTER OF changes in
rate grouping of certain telephone ex-
changes of The Bell Telephone Com-
pany of Canada:*

File No. 46638.1

UPON consideration of the reports filed herein, copies thereof having been delivered in accordance with the provisions of General Order No. T-41, and upon consideration of the representations of the Corporation of the City of Cornwall, Ontario, and the reply of The Bell Telephone Company of Canada with respect thereto, no other representations having been received—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

Effective on not less than thirty days' notice by appropriate tariff amendments, The Bell Telephone Company of Canada shall transfer each of the exchanges listed hereunder from the Exchange Rate Group to which it was assigned, to the Exchange Rate Group to which it is now assigned, as hereinafter stated:

<u>Exchange</u>	<u>Present Exchange Rate Group No.</u>	<u>Transferred to Exchange Rate Group No.</u>
Ayr, Ontario	6	7
Bethesda, Ont.	7	8
Bishopton, Que.	3	4
Burleigh Falls, Ont.	3	4
Cornwall, Ont.	6	7
Cowansville, Que.	4	5
Hanover, Ont.	5	6
Palgrave, Ont.	4	5
Port Dover, Ont.	5	6
Port Robinson, Ont.	6	7
Rainy River, Ont.	3	4
Russell, Ont.	2	3
St-Gabriel-de-Brandon, Que.	3	4

58 R.T.C.

<u>Exchange</u>	<u>Present Exchange Rate Group No.</u>	<u>Transferred to Exchange Rate Group No.</u>
Ste-Scholastique, Que	3	4
St-Zenon, Que.	2	3
Thorndale, Ont.	8	9
Uxbridge, Ont.	3	4
Whitby, Ont.	7	8

Dated at Ottawa, this 18th day of January, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1176

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

H.H. GRIFFIN

A.S. KIRK

*IN THE MATTER OF changes in
rate grouping of certain telephone ex-
changes of the British Columbia Tele-
phone Company:*

File No. 46638.2

UPON consideration of the reports filed herein, copies thereof having been delivered in accordance with General Order No. T-41 of The Board of Transport Commissioners for Canada, and no representations having been made by the parties to whom the said copies were so delivered—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

Effective on not less than thirty days' notice by appropriate tariff amendments, the British Columbia Telephone Company shall transfer each of the exchanges listed hereunder from the Exchange Rate Group to which it was assigned to the Exchange Rate Group to which it is now assigned:

Exchange		Present Exchange Rate Group No.	Transferred to Exchange Rate Group No.
Alert Bay,	B.C.	2	3
Beaver Cove,	B.C.	2	3
Mission,	B.C.	5	6
Port McNeill,	B.C.	2	3
Smithers,	B.C.	3	4
Sointula,	B.C.	2	3
Sooke,	B.C.	2	3
(Jordan River Central Office Only)			
Telkwa,	B.C.	3	4

Dated at Ottawa, this 19th day of January, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

58 R.T.C.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1193

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

H.H. GRIFFIN

J.M. WOODARD

*IN THE MATTER OF change in
rate grouping of the Chandler tele-
phone exchange of the Bonaventure
and Gaspé Telephone Company Lim-
ited:*

File No. 46638.3

UPON consideration of the reports filed herein, copies thereof having been delivered in accordance with General Order No. T-41 of The Board of Transport Commissioners for Canada--

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

Effective upon not less than thirty days' notice by filing of appropriate tariff amendments, the Bonaventure and Gaspé Telephone Company Limited, shall transfer its Chandler, P.Q. Exchange from Exchange Rate Group 3 to Exchange Rate Group 4.

Dated at Ottawa, this 19th day of January, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1226

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

A.S. KIRK

J.M. WOODARD

IN THE MATTER OF General Order No. E-7 of The Board of Transport Commissioners for Canada, Rules governing the preparation of accounts to apply to joint projects undertaken under Order of the Board.

File No. 11026.74

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

General Order No. E-7 of The Board of Transport Commissioners for Canada is amended:

1. (1) By striking out in subsection (1) and (2) of section 9 "Circular No. 118" and substituting therefor "Circular No. 12".
(2) By striking out in subsection (4) of section 9 "Circular 118" and substituting therefor "Circular No. 12".
2. By striking out in section 10 "\$1.50 per train mile; minimum trackage charge — \$10.00" and substituting therefor the following: "\$3.50 per train mile; minimum trackage charge — \$22.50".
3. (1) By striking out in Appendix "A" "Circular No. 118" and substituting therefor "Circular No. 12".
(2) By striking out in Schedules "A" and "B" to paragraph 7 under the heading "Conditions of Use" in Appendix "A" "Cost of work train service plus \$1.50 per train mile trackage over non-joint tracks. Minimum charge \$10.00" and substituting therefor the following: "Cost of work train service plus \$3.50 per train mile trackage over non-joint tracks. Minimum charge \$22.50".
(3) By striking out in Schedule "A" to paragraph 7A under the heading "Conditions of Use" in Appendix "A" "Trackage of \$1.50 per mile" and substituting therefor the following: "Trackage of \$3.50 per mile".

Dated at Ottawa, this 23rd day of January, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1227

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

A.S. KIRK
J.E. DUMONTIER

IN THE MATTER OF the application of the Canadian Freight Association, under Section 353 of the Railway Act, for authority to publish Classification ratings on business or office machines in Canadian Freight Classification No. 22, C.T.C. (F) No. 1740, subject to released valuations:

File No. 40615.16

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That released valuations in respect of the undermentioned classification ratings on business or office machines in Canadian Freight Classification No. 22, C.T.C. (F) 1740, are hereby authorized:

Item No.	Articles	Ratings		Carload Minimum Weight (Pounds)
		LCL	CL	
57510	Business or Office: Adding or Computing Machines, or Parts, Electrical, in boxes, subject to Rule 33:			
	Released to value not exceeding \$1.50 per pound	100	{ 85 70 55	18,000R 24,000R 36,000R
	Released to value exceeding \$1.50 per pound but not exceeding \$5.00 per pound	150	{ 100 85 70	18,000R 24,000R 36,000R

Item No.	Articles	Ratings		Carload Minimum Weight (Pounds)
		LCL	CL	
57721	Typewriter Accounting Machines, or Parts, Electrical, in boxes, subject to Rule 33:			
	Released to value not exceeding \$1.50 per pound	100	{ 85 70 55	18,000R 24,000R 36,000R
	Released to value exceeding \$1.50 per pound but not exceeding \$5.00 per pound	150	{ 100 85 70	18,000R 24,000R 36,000R
57731	Typewriters and Electric Computing Machines Combined or Parts, in boxes, subject to Rule 33:			
	Released to value not exceeding \$1.50 per pound	100	{ 85 70 55	18,000R 24,000R 36,000R
	Released to value exceeding \$1.50 per pound but not exceeding \$5.00 per pound	150	{ 100 85 70	18,000R 24,000R 36,000R

Dated at Ottawa, this 23rd day of January, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1266

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS—

J.E. DUMONTIER

A.S. KIRK

IN THE MATTER OF the application, under Section 353 of the Railway Act, of the Canadian Freight Association (Western Lines), herein-after called the Applicant, for authority to publish rate on Copper Concentrates from Tadanac (Trail), British Columbia, to New Westminster, British Columbia, for Export, subject to a limitation of liability:

File No. 40615.19

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That a limitation of liability not exceeding \$60.00 per 2,000 pounds is authorized in respect of proposed publication by the Applicant of rate of \$8.76 per 2,000 pounds on Copper Concentrates, carload minimum weight 90% of capacity of car but not less than 80,000 pounds, from Tadanac (Trail), British Columbia, to New Westminster, British Columbia for export.

Dated at Ottawa, this 30th day of January, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1267

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS—

J.E. DUMONTIER

A.S. KIRK

IN THE MATTER OF the application, under Section 353 of the Railway Act, by the Ontario Northland Railway, hereinafter called the "Applicant", for, and on behalf of, participating railway companies subject to the said Act, for authority to publish rate on Copper Concentrates from Temagami, Ontario to Baltimore, Maryland, for export, subject to a limitation of liability:

File No. 40615.18

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That a limitation of liability not exceeding \$40.00 per 2,000 pounds is authorized in respect of proposed publication by the Applicant of rate of \$13.77 per 2,000 pounds, subject to Tariff X-256, Agent W. P. Coughlin's C.T.C. (F) No. 1759, on Copper Concentrates, carload minimum weight 140,000 pounds, from Temagami, Ontario to Baltimore, Maryland, for export.

Dated at Ottawa, this 30th day of January, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

ACCIDENTS REPORTED TO THE OPERATING BRANCH, DECEMBER, 1967 **RAILWAY TRANSPORT COMMITTEE**

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents	206	7	205
Level Crossing Accidents	<u>55</u>	<u>20</u>	<u>63</u>
	<u>261</u>	<u>27</u>	<u>268</u>

	<u>Killed</u>	<u>Injured</u>
Passengers	1	49
Employees	1	150
Others	<u>25</u>	<u>69</u>
	<u>27</u>	<u>268</u>

Of the 55 accidents at Highway Crossings, 37 occurred where standard railway crossings signs are located, 18 where additional forms of protection are in use, 26 after Sunrise and 29 after Sunset.

Ottawa, Ont.

**SUMMARY OF ORDERS ISSUED BY
THE RAILWAY TRANSPORT COMMITTEE**

(*Denotes Order printed in full)

- R-1002 January 8 – Approving the proposed liquefied petroleum gas bulk storage and transfer facilities of the C.P.R. at various locations on the Nemegos Subd., Ont.
- R-1003 January 8 – Authorizing the C.P.R. to construct a siding to serve Biglow Lumber 1966 Limited across the road allowance opposite mileage 130.46 Nemegos Subd., which commences at mileage 130.40 District of Sudbury, Ont.
- R-1004 January 8 – Approving and authorizing the restricted clearances on the car washer track of the C.N.R.'s Spadina Yard, Toronto, Ont. provided signs indicating less-than-standard clearances are erected.
- R-1005 January 8 – Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Township Road, Township of Front of Leeds and Lansdowne, Ont. at mileage 149.35 Kingston Subd. to another crossing at Brock Street, Kingston, Ont. at mileage 1.96 Hanley Spur, off mileage 172.70 Kingston Subd.
- R-1006 January 8 – Approving the overhead and side clearances on the private sidings serving Canadian Splint and Lumber Corporation which commences at mileage 94.0 Chalk River Subd. C.P.R. Pembroke, Ont., provided signs indicating less than standard overhead and side clearances are erected.
- R-1007 January 8 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 50 at Badger, Nfld. at mileage 294.5 Bishop's Falls Subd.
- R-1008 January 8 – Authorizing the C.N.R. to improve the protection at the crossing of their railway and Highway No. 51 in St. Eleuthere, P.Q. mileage 58.25 Monk Subd.
- R-1009 January 8 – Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and West River Street, Belle River, Ont. at mileage 90.28 Chatham Subd. to another crossing at mileage 0.25 Humberstone Subd., Ont.
- R-1010 January 8 – Authorizing the Nova Scotia Department of Highways to construct an overhead bridge to carry Highway No. 2 across and over the Dominion Atlantic Railway Company, 1.3 miles west of Truro Station, N.S. at mileage 55.72 Truro Subd. and to construct a diversion of McLures Mill Road, N.S. eliminating the existing crossing and requiring the Railway to close the existing crossing.

- R-1011 January 8 - Approving the proposed liquefied petroleum gas bulk storage and transfer facilities of the C.P.R. at various locations on the Thompson Subd., B.C.
- R-1012 January 8 - Approving the proposed liquefied petroleum gas bulk storage and transfer facilities of the C.P.R. at various locations on the Cascade Subd., B.C.
- R-1013 January 8 - Approving the proposed liquefied petroleum gas bulk storage and transfer facilities of the C.P.R. at various locations on the White River Subd. Ont.
- R-1014 January 8 - Approving the location of the proposed additional 28' x 48' warehouse and existing tank truck transfer facilities of Imperial Oil Limited at Redvers, Sask. near mileage 60.2 Arcola Subd. C.P.R.
- R-1015 January 8 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway, 1.9 miles east of Tecumseh, Ont. at mileage 97.28 Chatham Subd.
- R-1016 January 8 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and North West Bay Road, two miles north of Nanoose, B.C. at mileage 88.60 Victoria Subd.
- R-1017 January 8 - Authorizing the Quebec Department of Roads to construct a diversion road, north of the C.N.R.'s right of way, Parish of St. Leonard de Portneuf, County of Portneuf, opposite mileages 40.82 and 41.23 St. Raymond Subd. eliminating the crossing of Range St. Bernard Road at mileage 41.06 and authorizing the Railways to close the crossing and to relocate the existing crossings to mileages 40.86 and 41.20.
- R-1018 January 8 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Highway No. 303, Otterburne, Man. at mileage 28.3 Emerson Subd.
- R-1019 January 8 - Amending Order R-170 which authorized the Southwest Potash Corporation of Canada to work the mines or minerals in the vicinity of the C.P.R. in the SW1/4 of Sec. 20-23-1-W2M to the E1/2 of Sec. 18-22-32-WPM, Sask. between mileage 111.48 and mileage 118.6 Bredenbury Subd. and between mileage 0.0 and mileage 4.7 Wynyard Subd.
- R-1020 January 9 - Amending Order 121273 which authorized the N.Y.C. to install improved automatic protection at the crossing of its railway and Norfolk County Road No. 3, Lot 11, Concessions 8 and 9, Township of Townsend, Ont. mileage 66.05 N.F. Main Line Subd.

- R-1021 January 9 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 430, in the R.M. of Portage La Prairie, Man. mileage 42.00 Carberry Subd.
- R-1022 January 9 – Amending Order 121289 which authorized the N.Y.C. to install improved automatic protection at the crossing of its railway and Highway No. 59 near Tillsonburg, Ont. mileage 82.27 Main Line Subd.
- R-1023 January 9 – Authorizing the Chesapeake and Ohio Railway Company to install automatic protection at the crossing of its railway and Watson Sideroad, Township of Mersea, Ont., at mileage 44.30 No. 1 Subd.
- R-1024 January 9 – Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their railway and Birmingham Street, City of Hamilton, Ont. mileage 1.85 North and Northwest Spur.
- R-1025 January 9 – Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their railway and the highway between Concessions 2 and 3, Township of Eramosa, Ont., mileage 43.02 Guelph Subd.
- R-1026 January 9 – Approving the location of the flammable liquid bulk storage and transfer facilities of Imperial Oil Limited, Meadow Lake, Sask. near mileage 93.4 Meadow Lake Subd. and rescinding the authority of Orders Nos. 78852 and 86008. C.P.R.
- R-1027 January 9 – Approving Revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-1028 January 9 – Approving tolls to tariff filed by the C.N.R. under Section 3 of the M.F.R.A.
- R-1029 January 9 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Jasper Road, 1 mile north of Jasper, Ont., at mileage 5.48 Brockville Subd.
- R-1030 January 9 – Approving the location of the proposed new 14' x 28' office building of Imperial Oil Limited, Gilbert Plains, Man., near mileage 20.12 Togo Subd. C.N.R.
- R-1031 January 9 – Approving "as Constructed Layout" of a bridge over the Upper Hay River, Northwest Territories, at mileage 234.7 Great Slave Lake Railway. (C.N.R.)
- R-1032 January 9 – Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Smith Street, Town of Port Hope, County of Durham, Ont., at mileage 270.71 Kingston

Subd. to another crossing at Dorset Street, at mileage 0.41 Port Hope Town Branch, which commences at mileage 270.79 Kingston Subd.

- R-1033 January 9 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and St. Maurice Road, City of Cap-de-la-Madeleine, P.Q. mileage 85.77 Quebec Subd.
- R-1034 January 9 – Rescinding the authority of Order 111488 which authorized the C.N.R. to construct a bridge to carry the main track of the Great Slave Lake Railway across Lutose Creek, at mileage 256.8 Great Slave Lake Railway.
- R-1035 January 9 – Amending Order 110662 which authorized the C.N.R. to construct a bridge over Kemp River, at mileage 110.7 Great Slave Lake Railway.
- R-1036 January 9 – Authorizing the Town of Outlook, Sask. to construct Cross Street across the C.P.R., at mileage 0.38 Kerrobert Subd.
- R-1037 January 9 – Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Job's Lane at mileage 33.02 Oakville Subd., Ont. to another crossing at Bronte Street, Milton, Ont. at mileage 1.65 Milton Industrial Spur which commences at mileage 33.58 Halton Subd., Ont.
- R-1038 January 9 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and McInnis Road, Township of Port Daniel East, County of Bonaventure, P.Q. at mileage 23.10 Chandler Subd.
- R-1039 January 9 – Amending Order R-614 which authorized the Village of Semans, Sask. to reconstruct the Municipal Road where it crosses the C.N.R. between the NW1/4 of Sec. 14 and the SE1/4 of Sec. 22-28-20-W2M, R.M. of Mount Hope No. 279, at mileage 91.93 Watrous Subd.
- R-1040 January 9 – Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their railway and Wellington Street, St. Thomas, Ont. mileage 15.63 Talbot Subd.
- R-1041 January 9 – Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Macklam Road between Lots 8 and 9, Concession 1, Township of Brighton, Ont. at mileage 243.65 Kingston Subd. to another crossing at Orange Street, Cobourg, Ont., at mileage 0.51 Cobourg Harbour Branch which commences at mileages 264.35 Kingston Subd.

- R-1042 January 9 – Authorizing the Township of Maidstone, Ont. to reconstruct East Puce River Road where it crosses the C.N.R., County of Essex, at mileage 93.73 Chatham Subd.
- R-1043 January 9 – Amending Order 121230 which required the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 5 Town of North Sydney, N.S. mileage 98.08 Sydney Subd.
- R-1044 January 9 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Given Road, Guelph Junction, Ont. mileage 39.88 Galt Subd.
- R-1045 January 9 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the Public Crossing, Man. mileage 11.05 Warman Subd.
- R-1046 January 9 – Authorizing the Township of Clarke, Ont. to construct an overhead bridge to carry Newtonville Road across and over the C.P.R. between Lots 8 and 9, Broken Front Concession, mileage 151.92 Belleville Subd. eliminating an existing crossing and to temporarily divert Newtonville Road across the Railway; requiring the Railway to install automatic protection at the said temporary crossing; to close the said temporary diversion and to remove the automatic protection upon completion of the overhead bridge.
- R-1047 January 9 – Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Oxford Avenue, City of Brockville, Ont. at mileage 124.09 Kingston Subd. to another crossing at Clarence Street, City of Kingston, Ont. mileage 2.08 Hanley Spur which junctions the Kingston Subd. at mileage 172.70.
- R-1048 January 9 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Poirier Road, Parish of St. Simeon, County of Bonaventure, P.Q. at mileage 84.33 Casapedia Subd.
- R-1049 January 9 – Amending Order 124747 which authorized the installation of automatic protection at the crossing of the C.P.R. and Station Road, Parish of St. Thomas, County of Joliette, P.Q. mileage 36.30 Trois-Rivieres Subd.
- R-1050 January 9 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 336, in Horndean, Man. mileage 59.38 La Riviere Subd., and to relocate the reflectorized signs to another crossing at a public road at mile 39.32 Varcoe Subd., Man.

- R-1051 January 9 – Authorizing the Municipal District of Stony Plain No. 84 Alta. to reconstruct the Municipal Road where it crosses the C.N.R. at mileage 17.99 Edson Subd. in Sec. 36-52-27-W4M.
- R-1052 January 9 – Authorizing the Ontario Department of Highways to relocate and reconstruct Highway No. 7, South of Marmora, Ont. from mileage 60.46, to mileage 60.44 Marmora Subd. C.N.R. and requiring the Railways to close the crossing at mileage 60.46; to relocate the automatic protection from the said crossing to the crossing at mileage 60.44 and to provide a flagman until the said protection has been placed in operation.
- R-1053 January 9 – Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their railway and Sherman Avenue, between Burlington and Gerrard Streets, City of Hamilton, Ont. mileage 1.46 North and Northwest Spur.
- R-1054 January 9 – Requiring the Quebec Central Railway Company to install automatic protection at the crossing of its railway and Chemin Principal, Parish of St. Sebastien, County of Frontenac, P.Q. mileage 39.89 Tring Subd.
- R-1055 January 9 – Authorizing the C.N.R. to remove the caretaker and the shelter at Nouvelle West, P.Q., mileage 32.4 Cascapedia Subd.
- R-1056 January 9 – Allocating from the R.G.C.F. the cost towards placing reflective markings on the sides of the C.P.R.'s cars during the period January 1 to June 30, 1967.
- R-1057 January 9 – Amending Order 122484 which required the C.N.R. to install automatic protection at the crossing of their railway and William Wile Road in Lunenburg County, N.S. mileage 81.50 Chester Subd.
- R-1058 January 9 – Authorizing the Ontario Department of Highways to reconstruct the overhead bridge carrying Highway No. 401 across and over the C.P.R. in Lot 30, Concession 2, Borough of Scarborough, Ont., at mileage 200.26 Belleville Subd. (formerly mileage 97.78 Oshawa Subd.)
- R-1059 January 9 – Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Mitchell's Sideroad, Township of Thurlow, at mileage 216.24 Kingston Subd., Ont. to another crossing at Bleecker Avenue, City of Belleville, Ont. mileage 0.30 Belleville City Branch, which commences at mileage 220.50 Kingston Subd.

- R-1060 January 9 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 342, Cypress River, Man., at mileage 92.31 Glenboro Subd. and to relocate the reflectorized crossing signs to another crossing of a public road at mileage 41.5 Varcoe Subd.
- R-1061 January 9 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Wilton Grove Road, City of London, Ont., at mileage 5.05 Talbot Subd. and to relocate the reflectorized crossing signs to another crossing of a public road at mile 0.45 General Motors Spur which junctions with the Thorndale Subd. at mile 27.75.
- R-1062 January 9 – Amending Order 125087 which authorized the Township of Foley to reconstruct Otter Lake Road where it crosses the C.P. R. District of Parry Sound, Ont., at mileage 17.20 Parry Sound Subd.
- R-1063 January 9 – Approving the proposed liquefied petroleum gas bulk storage and transfer facilities of the C.P.R. at various locations on the Huron Bay and Nipigon Subds. Ont.
- R-1064 January 9 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying Highway No. 11 across and over its right of way and track, Municipality of Vimont, P.Q. at mileage 0.94 Trois Rivières Subd.
- R-1065 January 9 – Approving Alternate Appendix “B” to Traffic Agreement between The Bell Telephone Company of Canada and The Corporation of the Township of North Gosfield.
- R-1066 January 9 – Amending Order 122668 which authorized the C.N.R. to install automatic protection at the crossing of their railway and County Road No. 7, Shannonville, County of Hastings, Ont. mileage 213.45 Kingston Subd.
- R-1067 January 9 – Approving Appendix “A” and Supplement No. 11 to Traffic Agreement between The Bell Telephone Company of Canada and Paul-Emile Arpin, Propriétaire de Le Telephone Arpin.
- R-1068 January 9 – Approving Alternate Appendix “B” to Traffic Agreement between The Bell Telephone Company of Canada and The Commissioners for the Telephone System of the Municipality of the Township of Manvers.
- R-1069 January 9 – Approving Supplement No. 1 to Service Station Contract between The Bell Telephone Company of Canada and the Ontario Northland Communications.

- R-1070 January 9 – Approving Alternate Appendix “B” to Traffic Agreement between The Bell Telephone Company of Canada and The Drummond Centre Telephone Company Limited.
- R-1071 January 9 – Approving Supplement No. 4 to Traffic Agreement between The Bell Telephone Company of Canada and The Ivy Thornton Telephone Company Limited.
- R-1072 January 9 – Rescinding authority of Order 59173 which declared that the crossing of Maitland Street and the C.N.R., City of London, Ont. mileage 77.51 Dundas Subd. is protected to the satisfaction of the Board and requiring that a watchman be maintained at the said crossing on a 24-hour service and that all switching movements over the two sidings not protected by such watchman be flagged by a member of the train crew.
- R-1073 January 9 – Approving Alternate Appendix “B” to Traffic Agreement between The Bell Telephone Company of Canada and The Allenford Rural Telephone Company Limited.
- R-1074 January 9 – Amending Order 122100 which authorized the C.N.R. to install automatic protection at the crossing of their railway and County Road No. 8 in the Township of Williamsburg, County of Dundas, Ont., at mileage 89.8 Kingston Subd.
- R-1075 January 9 – Approving Alternate Appendix “B” to Traffic Agreement between The Bell Telephone Company of Canada and The Corporation of the Township of Rochester.
- R-1076 January 9 – Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their railway and Boundary Road between the Township of Williamsburg and the Township of Osnabrock, Ont., mileage 85.3 Kingston Subd.
- R-1077 January 10 – Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their railway and Glen Levit Road, Flatlands, N.B., mileage 9.40 Mont Joli Subd.
- R-1078 January 10 – Approving the changes to the automatic protection at the crossing of the C.N.R. and Highway No. 15, in Rideau, Ont. at mileage 168.46 Kingston Subd.
- R-1079 January 10 – Authorizing the C.N.R. to operate their engines, cars and trains on the Northumberland Strait crossing approach track serving the Federal Department of Public Works, which commences at mileage 30.1 Tormentine Subd., N.B. and crosses Trans-Canada Highway at mileage 0.87 and Murray Corner Road at mileage 2.55 of the said siding and requiring all train movements be flagged over the said crossings.

- R-1080 January 10 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-1081 January 10 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the public road at mileage 133.85 Tisdale Subd., near Birch Hills, Sask.
- R-1082 January 10 – Approving Appendix A to Traffic Agreement between The Bell Telephone Company of Canada and Telecommunications Richelieu Limitee (Division de Sorel).
- R-1083 January 10 – Amending Order 111492 which authorized the C.N.R. to construct a bridge to carry the main track of the Great Slave Lake Railway across the Steen River, Alta. at mileage 270.2.
- R-1084 January 10 – Amending Order R-154 which authorized the London Suburban Roads Commission to construct an overhead bridge to carry Suburban Road No. 14 across and over the C.N.R. in Lot 22, Concession 2, Township of Caradoc, Ont. at mileage 3.32 Longwood Subd.
- R-1085 January 10 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Kyle Street, in Port Moody, B.C. at mileage 115.95 Cascade Subd.
- R-1086 January 11 – Authorizing the Ontario Department of Highways to reconstruct and improve the overhead bridge carrying Highway No. 401 across and over the C.N.R. between Lots 27 and 28, Concession 2, Borough of Scarborough, Ont. at mileage 56.29 Uxbridge Subd.
- R-1087 January 12 – Amending Order 116811 which approved the construction of a C.N.R. bridge over Hotchkiss River, Alta. at mileage 66.7 Great Slave Lake Railway.
- R-1088 January 12 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Highway No. 4, West of St. Thomas, Ont. mileage 2.61 Chatham Subd.
- R-1089 January 12 -- Approving Supplement No. 3 to Traffic Agreement between The Bell Telephone Company of Canada and La Cie de Telephone St-Bonaventure.
- R-1090 January 12 – Approving Traffic Agreement, Appendix "A" and Alternate Appendix "B" between The Bell Telephone Company of Canada and Telephone St-Bonaventure d'Upton (1966) Inc.
- R-1091 January 12 – Authorizing the Owen Sound Public Utilities Commission to construct a pipe gallery across the C.P.R. at Owen Sound, Ont.

at mileage 71.3 Owen Sound Subd. and authorizing the Railway to construct a temporary deviation of its track to permit the construction of the said pipe crossing.

- R-1092 January 12 – Authorizing the Township of Ernestown, Ont. to widen the Township Road where it crosses the C.N.R. at mileage 191.51 Kingston Subd. and requiring the Railways to install automatic protection at the said crossing.
- R-1093 January 12 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Manning Road, Ont. at mileage 98.42 Chatham Subd.
- R-1094 January 12 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Robinson Road, Ont. at mileage 35.75 Cayuga Subd.
- R-1095 January 12 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway, at mileage 36.63 Chalk River Subd. Ont.
- R-1096 January 12 – Granting leave to the Consumers' Gas Company to construct a steel gas pipeline, under the track of the C.P.R. at McLaughlin Road, Town of Brampton, Township of Chinguacousy, Ont. at mileage 6.63 Orangeville Subd.
- R-1097 January 12 – Authorizing the City of Edmonton, Alta. to improve 71st Street, where it crosses the C.P.R. at mileage 170.68 Willingdon Subd.
- R-1098 January 12 – Authorizing The Corporation of the District of Burnaby, B.C. to widen Gilmore Avenue where it crosses the Great Northern Railway at mileage 152.3 Third Subd. and requiring the Railway to relocate the existing automatic protection to provide for the said widened road.
- R-1099 January 12 – Authorizing the C.N.R. to remove the caretaker and to close the station building at Laporte, Sask. mileage 16.4 Mantario Subd.
- R-1100 January 12 – Authorizing The C.N.R. to reconstruct the overhead bridge carrying Riverview Street across and over their track at Nipigon, District of Thunder Bay, Ont. at mileage 127.3 Kinghorn Subd.
- R-1101 January 12 – Approving Supplement No. 12 to Traffic Agreement between The Bell Telephone Company of Canada and Telecommunications Richelieu Limited.

- R-1102 January 12 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Lesperance Road, Elmstead, Ont. at mileage 102.88 Windsor Subd.
- R-1103 January 12 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. near Armour, Sask. at mileage 5.50 Lanigan Subd.
- R-1104 January 12 – Rescinding authority of Order 97072 re approval of proposed flammable liquid bulk storage facilities of the C.P.R. at Brookmere, B.C.
- R-1105 January 12 – Rescinding authority of Order 123474 and approving the flammable liquid bulk storage facilities of Kelso Co-operative Association Limited at Kelso, Sask. at mileage 96.94 Cromer Subd. C.N.R.
- R-1106 January 12 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Division Street, Town of Arnprior, Ont. at mileage 41.22 Chalk River Subd.
- R-1107 January 12 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the public road, Township of Pembroke, Ont. at mileage 84.1 Beachburg Subd.
- R-1108 January 12 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Young Street, Tara, Ont. at mileage 49.48 Owen Sound Subd.
- R-1109 January 12 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and McCowan Road, Scarborough, Ont. at mileage 323.63 Kingston Subd.
- R-1110 January 12 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Lawrence Ave., Borough of Scarborough, Ont. at mileage 58.17 Uxbridge Subd.
- R-1111 January 12 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and First South of Allenford, Ont. at mileage 54.37 Owen Sound Subd.
- R-1112 January 12 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Clarke Sideroad, Ont. at mileage 110.62 Galt Subd.
- R-1113 January 12 – Authorizing the C.P.R. to operate its engines, cars and trains on the private siding serving Allan Potash Mines which crosses the public road between the NW1/4 of Sec. 22 and the SW1/4 of Sec. 27-34-1-W3M, R.M. of Blucher, Sask., at mileage 1.71, which commences at mileage 1.29 of the main lead track, opposite mileage 159.96 of the Watrous Subd. of the C.N.R.

- R-1114 January 12 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Highway No. 7, North of Denfield, Ont., mileage 12.37 Exeter Subd.
- R-1115 January 12 – Authorizing the C.N.R. to remove the caretaker at Totzke, Sask.
- R-1116 January 12 – Approving Supplement No. 4 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de Ste-Cecile de Whitton.
- R-1117 January 12 – Rescinding authority of Order R-796 and exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages on their Bala Subdivision, Ont.
- R-1118 January 12 – Authorizing the C.N.R. to remove the caretaker and the shelter at Hardwood Ridge, N.B. mileage 54.5 Napadogan Subd.
- R-1119 January 16 – Approving Supplement No. 5 to Traffic Agreement between The Bell Telephone Company of Canada and the Telephone System of the Municipality of the Township of Dysart.
- R-1120 January 16 – Approving Supplement No. 5 to Traffic Agreement between The Bell Telephone Company of Canada and the Little Britain Telephone Company Limited.
- R-1121 January 16 – Approving Supplement No. 5 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone Champlain Limitee.
- R-1122 January 16 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying Highway No. 59 across and over its right of way and tracks, City of Woodstock, County of Oxford, Ont., at mileage 87.26 Galt Subd.
- R-1123 January 16 – Approving Appendix “A” to Traffic Agreement between The Bell Telephone Company of Canada and La Tuque Telephone Company.
- R-1124 January 16 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Tamarac Street, in Dunnville, Ont. mileage 37.77 Dunnville Subd.
- R-1125 January 16 – Declaring the crossing of the Municipal Road across the C.P.R. in the R.M. of Marquis, Sask. at mileage 21.26 Outlook Subd. to be a public crossing.
- R-1126 January 16 – Authorizing the City of St. Laurent, P.Q. to construct a subway to carry Ste. Croix Boulevard across and under the C.N.R. at mileage 142.66 Joliette Subd. eliminating an existing level crossing; authorizing the Railways to construct a temporary deviation of their track; authorizing the City to divert Ste-Croix

Boulevard across the C.N.R. and across the temporary deviation; requiring the railways to relocate the automatic protection to the temporary crossing and to protect the crossing by a flagman until it is in operation; relocate their track to its permanent location over the subway, remove the temporary track deviation upon completion of the subway, close the temporary deviation and to remove the automatic protection from the temporary crossing.

- R-1127 January 17 – Authorizing the British Columbia Packers Limited to construct an overhead bridge to carry seven pipelines across and over the C.N.R., Village of Lower East Pubnico, N.S. at mileage 101.6 Yarmouth Subd.
- *R-1128 January 17 – Bringing into force the annexed Regulations Governing Applications to Abandon the Operation of Branch Lines Under Section 314B of The Railway Act. (See page 15, 58 R.T.C.).
- R-1129 January 18 – Approving toll to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-1130 January 18 – Approving tolls in Supplement No. 1 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-1131 January 18 – Approving toll to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-1132 January 18 – Approving tolls to Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-1133 January 18 – Approving tolls in Supplement No. 23 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-1134 January 18 – Approving minimum charges of Supplement No. 21 to Tariff filed by the Dominion Atlantic Railway Company under Sections 3 and 8 of the M.F.R.A.
- R-1135 January 18 – Approving tolls to Tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- R-1136 January 18 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- *R-1137 January 18 – Authorizing the C.N.R. to publish a rate of \$3.50 per ton of 2,000 pounds on Copper Concentrates from Dupuy, P.Q. to Noranda (Rouyn) P.Q. subject to a released valuation. (See page 26, 58 R.T.C.).

- *R-1138 January 18 – Requiring The Bell Telephone Company of Canada to transfer telephone exchanges at certain locations in Ontario and Quebec from one rate group to another rate group. (See page 27, 58 R.T.C.).
- R-1139 January 18 – Authorizing the C.N.R. to operate their engines, cars and trains on the subway, City of North Battleford, Sask. at mileage 0.17 Blackfoot Subd.
- R-1140 January 18 – Authorizing the Borough of North York, Ont. to construct a subway to carry Cummer Avenue across and under the C.N.R., mileage 14.6 Bala Subd.; authorizing the Railways to construct a temporary deviation of their railway; to replace their track in its former location when the subway has been completed, and to close the existing crossing at mileage 14.13.
- R-1141 January 18 – Amending Order 120622 which authorized the reconstruction and improvement of the subway carrying Second Avenue East across and under the C.P.R., City of Moose Jaw, Sask. at mileage 135.0 Indian Head Subd.
- R-1142 January 18 – Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their Railways and the highway at mileage 18.38 Georgetown Subd., Cardigan, P.E.I. to another crossing at mileage 75.30 Midland Subd., Midland, Ont.
- R-1143 January 19 – Authorizing the City of Winnipeg, Man. to widen Talbot Avenue where it crosses the C.P.R. at mileage 0.32 Lac du Bonnet Subd. and requiring the Railway to relocate the existing automatic protection.
- R-1144 January 19 – Exempting the C.P.R. from erecting and maintaining right of way fences on both sides of its Neudorf Subd. between mileage 66.44 and mileage 67.41, Sask.
- R-1145 January 19 – Authorizing the C.P.R. to relocate the reflectorized signs from the crossing of its railway and 82nd Avenue S.E., at mileage 169.99 Brooks Subd., City of Calgary, Alta. to another crossing at mileage 36.23 Irricana Subd. (Wye), Alta.
- R-1146 January 19 – Authorizing the Quebec Department of Roads to widen and improve Staynerville Road East, where it crosses the C.P.R., Municipality of the Township of Chatham, P.Q. at mileage 47.50 Lachute Subd.
- R-1147 January 19 – Authorizing the R.M. of Bayne No. 371, Sask. to reconstruct the Municipal Road where it crosses the C.N.R. between the NW1/4 of Sec. 33 and NE1/4 of Sec. 32-37-26-W2M at mileage 34.15 Cudworth Subd.

- R-1148 January 19 – Amending Order 113525 which authorized the British Columbia Department of Highways to reconstruct the overhead bridge carrying the Trans-Canada Highway across and over the Esquimalt and Nanaimo Railway, at mileage 45.25 Victoria Subd., B.C.
- R-1149 January 19 – Requiring the Northern Alberta Railways Company to install automatic protection at the crossing of its railway and Highway No. 43.93 in Woking, Alta. mileage 12.98 Grande Prairie Subd.
- R-1150 January 19 – Authorizing the City of Vancouver, B.C. to widen Renfrew Street where it crosses the Great Northern Railway Company at mileage 153.70 Third Subd., and requiring the Railway to re-locate and revise the existing protection.
- R-1151 January 19 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Highway No. 22, near Hyde Park, Ont. at mileage 1.73 Exeter Subd.
- R-1152 January 19 – Authorizing the Borough of North York, Ont. to construct a pedestrian walkway across the C.N.R. at Overland Drive, at mileage 1.39 Leaside Branch.
- R-1153 January 19 – Amending Order R-926 which extended the time within which the C.P.R. was required to install automatic protection at the crossing of its railway and Halton County Road No. 1, Campbellville, Ont. mileage 37.94 Galt Subd.
- R-1154 January 19 – Authorizing the Saskatchewan Department of Highways and Transportation to reconstruct and improve Highway No. 334 where it crosses the C.P.R. between the SW1/4 of Sec 18-7-23-W2M and the SE1/4 of Sec 13-7-24-W2M, Sask. at mileage 61.27 Assiniboia Subd.
- R-1155 January 19 – Authorizing the C.N.R. to operate their engines, cars and trains over the subway at mileage 149.8 Sprague Subd., Man.
- R-1156 January 19 – Authorizing the C.N.R. to install an automatic interlocking in lieu of the existing mechanical interlocking at the crossing of their railway at Neepawa, Man. at mileage 33.7 C.N.R. Neepawa Subd. and the C.P.R. at mileage 60.7 C.P.R. Minnedosa Subd. and imposing a speed restriction of 15 miles per hour on the C.N.R.'s northward trains.
- R-1157 January 19 – Exempting the C.N.R. from erecting and maintaining right of way fences on the south side of their Bedford Subd. between mileage 10.33 and mileage 10.66 N.S.
- R-1158 January 19 – Amending Order No. 123002 which required the C.N.R. to modernize the automatic protection at the crossing of their

railway and Cannifton Road, City of Belleville, Ont. mileage 220.96 Kingston Subd.

- R-1159 January 19 – Approving and authorizing the restricted clearances over the track of the C.P.R. at the overhead bridge located at mileage 90.3 Galt Subd., Ont. provided signs indicating less-than-standard clearances are erected.
- R-1160 January 19 – Approving and authorizing the restricted clearances over the track of the C.P.R. at the overhead bridge located at mileage 59.1 Galt Subd., Ont. provided signs indicating less-than-standard clearances are erected.
- R-1161 January 19 -- Amending Order 116920 which authorized the reconstruction and improvement of the overhead bridge carrying Highway No. 5 across and over the C.P.R., Village of Waterdown, Ont. mileage 4.60 Goderich Subd.
- R-1162 January 19 – Authorizing the Township of Augusta, Ont. to improve the view lines at the public crossing where Lime Kiln Road crosses the C.N.R., at mileage 115.92 Kingston Subd.
- R-1163 January 19 – Approving the location of the proposed liquefied petroleum gas bulk storage and transfer facilities of the Royalite Oil Company Limited at Midnapore, Alta., near mileage 9.0 Macleod Subd. C.P.R.
- R-1164 January 19 – Amending Order 122700 which authorized the New Brunswick Department of Public Works to reconstruct and improve the sub-way which carries Union Street across and under the C.N.R., City of Fredericton, N.B. at mileage 109.2 Nashwaak Subd.
- R-1165 January 19 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway, being the first public crossing south of the station at Inwood, Man. at mileage 30.55 Inwood Subd.
- R-1166 January 19 – Approving the changes in the signals of the Quebec North Shore and Labrador Railway Company, P.Q. between mileages 20 and 40.
- R-1167 January 19 – Authorizing the C.N.R. to construct chip loading facilities at Port Mann, B.C. near mileage 115.5 Yale Subd.
- R-1168 January 19 – Authorizing the Municipal Corporation of the Town of St. Hubert, P.Q. to construct Brentwood Boulevard across the C.N.R. at mileage 51.35 Granby Subd.; requiring the Railways to install automatic protection at the said crossing; authorizing the Corporation to construct a diversion road on Kimber Boulevard

east of the railway which will permit the closing of Brentwood crossing, mileage 51.14 Granby Subd., and Pinehurst crossing, mileage 51.68 of the C.N.R.; and upon completion of the diversion requiring the Railways to close the crossings.

- R-1169 January 19 – Authorizing the Quebec Department of Roads to reconstruct and widen Rouyn-Granada Road where it crosses the C.N.R. at Rouyn, P.Q. at mileage 98.49 Val D'Or Subd., and requiring the Railways to relocate the existing automatic protection.
- R-1170 January 19 – Declaring the crossing of Hickory Street over the C.P.R., Town of Whitby, Ont. at mileage 178.62 Belleville Subd. to be a public crossing; authorizing the Town of Whitby, Ont. to reconstruct the said crossing, and authorizing the Railway to improve the level of its track.
- R-1171 January 19 – Authorizing the Ontario Department of Highways to construct a public road across the C.P.R. in Lot 45, Concession 14, Township of Wallbridge, District of Parry Sound, Ont. at mileage 1.02 Coal Dock Spur, which commences at mileage 65.0 Parry Sound Subd. and requiring the Railway to close the existing crossing at mileage 1.01, Coal Dock Spur, Ont.
- R-1172 January 19 – Authorizing the C.N.R. to reconstruct spans Nos. 7 and 20 on the eastward main line on their bridge crossing Smith's Creek, Town of Port Hope, County of Durham, Ont. at mileage 270.3 Kingston Subd. and to operate their engines, cars and trains over the said bridge during the period of replacing the said spans.
- R-1173 January 19 – Amending Order R-818 which authorized the Alberta Department of Highways to reconstruct the crossing of 51st Street where it crosses the C.P.R. in Taber, Alta. at mileage 76.63 Taber Subd.
- R-1174 January 19 – Amending Order 121038 which authorized the C.N.R. to improve the protection at the crossing of their railway and County Road No. 26, at Beamsville, Ont. at mileage 23.21 Grimbsy Subd.
- R-1175 January 19 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Matagami, P.Q. on the Matagami Subd. C.N.R.
- *R-1176 January 19 – Requiring the British Columbia Telephone Company to transfer telephone exchange of certain locations in B.C. from one rate group to another rate group (See page 29, 58 R.T.C.).
- R-1177 January 19 – Authorizing the C.N.R. to make changes to the signals on their Kashabowie Subd. at Huronian, Ont. at mileage 96.38 and mileage 96.61.

- R-1178 January 19 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Ste. Helene Range Road, Parish of Ste. Helene de Bagot, P.Q. at mileage 113.82 Drummondville Subd.
- R-1179 January 19 – Approving the location of the proposed warehouse extension and 12' x 12' office building and existing flammable liquid tank truck loading facilities of Imperial Oil Limited at Frobisher, Sask. near mileage 129.7 Estevan Subd. C.P.R.
- R-1180 January 19 – Approving the portion of the flammable liquid bulk storage and transfer facilities of the British American Oil Company Limited located on the C.P.R. at Winnipeg, Man.
- R-1181 January 19 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and the access road to Darlingford, Man. mileage 92.52 LaRiviere Subd.
- R-1182 January 19 – Approving the location of the proposed additional 12,940 Imperial gallon flammable liquid storage tank and new 14-foot by 28-foot office building of Imperial Oil Limited at Langenburg, Sask. near mileage 101.75 Bredenburg Subd. C.P.R.
- R-1183 January 19 – Authorizing the C.N.R. to improve the protection at the crossing of their railway and Highway No. 9, near Delia, Alta. at mileage 18.87 Drumheller Subd.
- R-1184 January 19 – Amending Order 122191 which authorized the Ontario Department of Highways to construct a subway to carry Highway No. 122 (formerly 5th Line Road and Southdown Road) across and under the C.N.R. between Lots 30 and 31, Concession 2, SDS, Township of Toronto, County of Peel, Ont. at mileage 16.62 Oakville Subd.
- R-1185 January 19 – Authorizing the C.N.R. to improve the automatic protection at the crossing of their railway and Montee de Liesse, City of Pierrefonds, P.Q. mileage 2.69 Montfort Subd.
- R-1186 January 19 – Authorizing the City of Winnipeg, Man. to widen Talbot Avenue where it crosses the C.P.R. at mileage 123.92 Keewatin Subd. and requiring the Railway to relocate the existing automatic protection.
- R-1187 January 19 – Amending Order R-931 which authorized the C.P.R. to extend the time within it is required to install automatic protection at the crossing of its railway and Dwyer Hill Road, in Ashton, Ont. mileage 21.06 Carleton Place Subd.
- R-1188 January 19 – Amending Order 125433 which authorized the Ontario Department of Highways to widen and improve Highway No. 7A, where

it crosses the C.P.R. between Concessions 8 and 9, Lot 15, Township of Cavan, County of Durham, Ont.

- R-1189 January 19 – Authorizing the Township of Roxborough to improve the vision at the crossing of the C.N.R. and Township Road, County of Stormont, Ont. mileage 35.74 Alexandria Subd.
- R-1190 January 19 – Authorizing the Saskatchewan Department of Highways and Transportation to construct Highway No. 11 across the C.N.R. in the SW1/4 of Sec 2-38-5-W3M, Sask. at mileage 11.35 Warman Subd. and requiring the Railways to install automatic protection at the said crossing.
- R-1191 January 19 – Approving the location of the proposed ammonium nitrate storage facility of the Melville Co-operative Association Limited at Melville, Sask. near mileage 280.3 River Subd. C.N.R.
- R-1192 January 19 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Henri Bourassa Boulevard, City of Montreal, P.Q. at mileage 134.85 Joliette Subd.
- *R-1193 January 19 – Requiring the Bonaventure and Gaspé Telephone Company Limited to transfer its Chandler, P.Q. Exchange from Exchange Rate Group 3 to Exchange Rate Group 4. (See page 30, 58 R.T.C.).
- R-1194 January 19 – Authorizing the C.P.R. to install automatic protection at the crossing of its railway and Provincial Highway No. 4, R.M. of Russell, Man. at mileage 91.25 Bredenbury Subd.
- R-1195 January 19 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Provincial Highway No. 1 at mileage 7.32 Carberry Subd. one mile south of the Hamlet of Fairview, Man.
- R-1196 January 19 – Authorizing the C.P.R. to operate its engines, cars and trains over the siding which crosses Hamilton Avenue, Town of Melfort, Sask. off mileage 83.08 Melfort Subd.
- R-1197 January 19 – Requiring the Township of Tuckersmith Ont. to improve the vision where the Township Road crosses the C.N.R. between Lots 25 and 26, Concession 1, at mileage 28.58 Goderich Subd.
- R-1198 January 19 – Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Albert Street, City of Waterloo, Ont. at mileage 4.05 Waterloo Subd. (Elmira Branch) to another crossing at Guelph Street, City of Kitchener, Ont. at mileage 0.58 Bridgeport Spur which commences at mileage 62.07 Guelph Subd.

- R-1199 January 19 – Authorizing the Quebec Department of Roads to relocate Kenogami Road from mileage 92.56 Jonquiere Subd. to cross the C.N.R. in the Parish of Larouche, County of Jonquiere-Kenogami, P.Q. at mileage 92.54 and requiring the Railways to install automatic protection at the said relocated crossing.
- R-1200 January 19 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Lake Road north, Parish of St. Theophile, County of Laviolette, P.Q. at mileage 18.35 Piles Subd.
- R-1201 January 19 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Baie Road, Parish of St. Theophile, County of Laviolette, P.Q. at mileage 17.52 Piles Subd.
- R-1202 January 19 – Authorizing the County of Lacombe No. 14, Alta. to reconstruct the County Road where it crosses the C.N.R. between the NE1/4 of Sec. 34-38- and the SE1/4 of Sec. 2-39-25-W4M at mileage 14.73 Brazeau Subd. and to improve the vision at the said crossing.
- R-1203 January 19 – Authorizing the Township of Roxborough, Ont. to reconstruct the Township Road where it crosses the C.N.R. in Lot 21, Concession 8, County of Stormont, mileage 41.45 Alexandria Subd.
- R-1204 January 19 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Riviere-du-Loup Road, Township of Mann, County of Bonaventure, P.Q. at mileage 12.79 Cascapedia Subd.
- R-1205 January 19 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 254 near Oak Lake, Man. at mileage 35.68 Broadview Subd. and to relocate the reflectorized crossing signs to another crossing at mileage 26.85 Varcoe Subd., Man.
- R-1206 January 19 – Amending Order No. 115333 which authorized the British Columbia Department of Highways to reconstruct and improve the overhead bridge carrying the highway across and over the Esquimalt & Nanaimo Railway, B.C. at mileage 59.5 Victoria Subd.
- R-1207 January 19 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Bernard Road, Township of Carleton, County of Bonaventure, P.Q. at mileage 45.96 Cascapedia Subd.

- R-1208 January 19 – Approving the relocated flammable liquid bulk storage and transfer facilities of Imperial Oil Limited, at Virden, Man., near mileage 47.2 Broadview Subd. C.P.R.
- R-1209 January 19 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 248, in Plum Coulee, Man. mileage 63.49 La Riviere Subd. and to relocate the reflectorized crossing signs to another crossing at mileage 34.13 Varcoe Subd., Man.
- R-1210 January 19 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 338, in Thornhill, Man., mileage 85.77 La Riviere Subd. and to relocate the reflectorized crossing signs to another crossing at mileage 37.17 Varcoe Subd., Man.
- R-1211 January 19 – Approving the location of the existing flammable liquid tank truck loading rack and tank car unloading rack of Imperial Oil Limited at Rockhaven, Sask. near mileage 19.6 Lloydminster Subd. C.P.R.
- R-1212 January 19 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Mountain Road, Municipality of Carleton-sur-Mer, P.Q. at mileage 44.69 Cascapedia Subd.
- R-1213 January 19 – Authorizing the C.P.R. to relocate the reflectorized signs from the crossing of its railway and Provincial Trunk Highway No. 59 at mileage 10.61 Bergen Cut-Off, R.M. of Kildona, Man. to another crossing at Gordon Avenue, Marconi Wye which commences at mileage 1.00 Lac du Bonnet Subd. and Jarvis Avenue, 'O' Yard Wye Tail Track, Winnipeg, Man.
- R-1214 January 19 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Trunk Highway No. 34 at Woodbay, Man. mileage 8.94 Napinka Subd.
- R-1215 January 19 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Main Street, in Portage la Prairie, Man. mileage 55.6 Carberry Subd.
- R-1216 January 19 – Authorizing the Northern Alberta Railways Company to close the crossing of its railway and the Municipal Road, between the NE1/4 of Sec. 24-58-27-W4M and the NW1/4 of Sec. 19-58-26-W4M, M.D. of Westlock No. 92, Alta. at mileage 42.21 Edmonton Subd.
- R-1217 January 19 – Authorizing the C.N.R. to improve the automatic crossing protection at the crossing of their railway and Old Highway No. 51, in St. Eleuthere, P.Q. at mileage 57.44 Monk Subd.

- R-1218 January 19 — Authorizing the Saskatchewan Department of Highways and Transportation to widen Highway No. 14 where it crosses the C.P.R. near Yorkton, Sask. mileage 28.28 Wynyard Subd.; requiring the Railway to install automatic protection at the said crossing, and to relocate the reflectorized signs to another crossing at mileage 0.19 Wishart Subd. Sask.
- R-1219 January 19 — Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Third Range Road, Parish of Notre-Dame-du-Portage, Riviere du Loup County, P.Q. at mileage 6.70 Montmagny Subd.
- R-1220 January 19 — Approving and authorizing the restricted clearances over the track of the C.P.R. at the overhead bridge located at mileage 36.9 Galt Subd., Ont., provided signs indicating less-than-standard clearances are erected.
- R-1221 January 19 — Authorizing the N.Y.C. to install automatic protection at the crossing of its railway and Memorial Park Drive, City of Welland, Ont. at mileage 12.79 NF Main Line Subd.
- R-1222 January 19 — Amending Order 120888 which fixed the speed of trains at the crossing of the C.P.R. and 50th Avenue, Wetaskiwin, Alta. mileage 57.01 Leduc Subd.
- R-1223 January 19 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 205 at Carey, Man. at mileage 32.24 Emerson Subd.
- R-1224 January 19 — Authorizing the Township of Murray, Ont. to reconstruct Dug Hill Road where it crosses the C.N.R. between Lots 6 and 7, Concession 1, at mileage 233.67 Kingston Subd.
- R-1225 January 19 — Approving the changes in the automatic protection at the crossing of the C.P.R. and County Road No. 16, Jasper, United Counties of Leeds and Grenville, Ont. mileage 6.81 Brockville Subd.

Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

IN THE MATTER OF the application of the Canadian Pacific Railway Company for authority, in respect of its Customer Service Plan in the Agincourt area, in the Province of Ontario, to remove twenty-four agents and five caretaker-agents from stations on its Trenton Division.

File No. 4205.3021

February 13, 1968.

BEFORE:

D.H. Jones,
J.M. Woodard,

Chairman.
Commissioner.

APPEARANCES:

J.D. Day, }
R.J. Madge, }
W.W. Templeton,
Charles Hoover,

for Canadian Pacific Railway Company.

J. Langley Wilson,
Mrs. Barbara Allen,
Wilfred Richardson,
Jack Payne,

Mayor, Town of Bala.
Councillor, Township of Manvers,
representing people in the area of
Locust Hill.
for the Village of Locust Hill.
Reeve, Village of Tweed.
Pontypool Chamber of Commerce.
Township of Manvers Council.

HEARD AT TORONTO, ONT., FEBRUARY 13, 1968.

ORAL JUDGMENT

COMMISSIONER WOODARD: This application from Canadian Pacific to inaugurate an Expanded Customer Service Plan on the Trenton Division is dated May 15th, 1967. In accordance with its usual practice the Railway Transport Committee communicated with the various municipalities concerned, giving them an outline of the procedure in the event they wished to file submissions in respect of the application.

Following an exchange of correspondence with the interested parties, arrangements were made by the Railway Transport Committee to direct its field inspectors in the area involved to conduct a thorough review of the application to determine the effect of implementing such a plan on railway patrons. One of the features brought to light in this investigation was the fact that a notice had not been posted in the stations at which the agent is to be removed notifying the local municipalities that such an application was on file with the Railway Transport Committee. Canadian Pacific subsequently posted the required notice in accordance with the regulations of the Railway Transport Committee.

It is apparent from the evidence adduced at this hearing that Canadian Pacific has made a concerted effort to eliminate the obvious weaknesses which developed in the only previous application of this nature dealt with by the Board of Transport Commissioners and involving the Lethbridge Alberta area. The Company has reviewed the proposal not only with the municipal representatives in the Trenton Division area but also with the principal shippers.

The complaints which have been registered with the Committee prior to and during the course of the hearing are within the competence of the Company to deal with. In the event that these complaints are not satisfied or if additional complaints develop following the inauguration of the plan which are not adequately dealt with by the Company, the Railway Transport Committee has the power to investigate the matter and take whatever action is considered necessary and in the public interest.

The plan does involve a considerable disruption in staff. We have expressed some concern over the plight of the individuals involved. The Company has reached an agreement with the organization representing the agents and telegraphers under which preference of employment in the new plan will be given to members of this group whose present positions are to be abolished. A similar agreement is now in process of development with the Brotherhood of Railway and Steamship Clerks.

Under these circumstances we will grant the application on the condition that the Expanded Customer Service Plan will not become effective prior to the Railway Transport Committee receiving a copy of the signed agreement with the Clerks Union.

An order will issue accordingly.

This order will require Canadian Pacific to continue to keep their stations heated and lighted for the convenience of the travelling public at all stations in the area involved which are now served by passenger trains.

THE CHAIRMAN: I would just like to add one thing, and that is the Railway Transport Committee was particularly concerned with the pending agreement with the Railway Clerks. That is why we have made our finding conditional on its being filed in its final form, and that is why we have said that the Expanded Customer Service Plan may not be implemented until that takes place. I am sure the parties will understand why. Thank you.

MR. DAY: Thank you, Mr. Chairman and Mr. Commissioner Woodard.

58 R.T.C.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1621

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

D.H. JONES

J.M. WOODARD

IN THE MATTER OF the application of the Canadian Pacific Railway Company hereinafter called the "Applicant Company", for authority, in respect of its Customer Service Plan in the Agincourt Area, in the Province of Ontario, to remove twenty-four agents and five caretaker-agents from stations on its Trenton Division.

File No. 4205.3021

UPON hearing the application at a sittings of the Committee at Toronto, Ontario, on February 13, 1968, in the presence of Counsel for the Applicant Company; Mr. Charles Hoover, representing the Township of Markham Council; Mr. W.W. Templeton, Mayor, representing the Town of Bala; Mrs. Barbara Allen, Reeve, representing the Village of Tweed; Mr. W. Richardson, representing the Chamber of Commerce of Pontypool; Mr. J. Payne, representing the Township of Manvers Council and Messrs. J.L. Wilson and R. Kennedy of the Town of Locust Hill; and

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. Upon the implementation by the Applicant Company of its Customer Service Plan in the Agincourt Area in the Province of Ontario, as submitted by the Applicant Company at the said hearing, the Applicant Company is authorized to remove the station agents at:

Woodbridge
Uhthoff
Perth
Sharbot Lake
Kaladar
Bonarlaw
Norwood
Tweed

Myrtle
Claremont
Camp Borden
Lindsay
Tichborne
Roblindale
Brighton
Midland

Port Hope
Cobourg
Bowmanville
Whitby
Midhurst
Bala
Belleville
Orillia

and to remove the caretakers at:

Coldwater
Verona

Pontypool
Cavan

Locust Hill

in the Province of Ontario.

2. Any station or shelter at the points mentioned in section 1 shall, so long as it is served by passenger trains, be kept clean, heated and lighted.

Dated at Ottawa, this 29th day of February, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1253

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

J.E. DUMONTIER

W.R. IRWIN

IN THE MATTER OF the application of the Canadian Pacific Railway Company, hereinafter called the "Applicant", for an Order authorizing it to construct and maintain a branch line of railway approximately 11.4 miles in length, commencing from a point in the southeast quarter of Section 15, Township 16, Range 31, west of the principal meridian near Rocanville, in the Rural Municipality of Rocanville No. 151, Province of Saskatchewan, mileage 50.74 Neudorf Subdivision, to a point in the southwest quarter of Section 27, Township 17, Range 30 west of the principal meridian in the Rural Municipality of Rocanville No. 151, Province of Saskatchewan, as shown on Plan, Profile and Book of Reference No. PRB-100 dated October 1967 on file with the Commission under file No. 26738.55:

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. The Applicant is authorized to construct and maintain, at its own expense, a branch line of railway approximately 11.4 miles in length, commencing from a point in the southeast quarter of Section 15, Township 16, Range 31, west of the principal meridian near Rocanville, in the Rural Municipality of Rocanville No. 151, Province of Saskatchewan, mileage 50.74 Neudorf Subdivision, to a point in the southwest quarter of Section 27, Township 17, Range 30 west of the principal meridian in the Rural Municipality of Rocanville No. 151, Province of Saskatchewan, as shown on Plan, Profile and Book of Reference No. PRB-100 dated October 1967; on file with the Commission under file No. 26738.55.

2. The Applicant is authorized to construct and maintain, at its own expense, a west wye connection to the said branch line approximately 1050 feet long, in the east half of Section 15, Township 16, Range 31, west of the principal meridian in the Rural Municipality of Rocanville No. 151, Province of Saskatchewan, commencing at mileage 50.86 Neudorf Subdivision, as shown on the said Plan.

3. The Applicant is authorized to construct and maintain, at its own expense, the said branch line at grade across:

a) the Municipal Road between the northwest quarter of Section 23, and the southwest quarter of Section 26, Township 16, Range 31, west of the principal meridian, Province of Saskatchewan, at mileage 1.70 of the said branch line, as shown on Plan No. PRB-100-3 dated October 1967, on file with the Commission under file No. 26807.737;

b) the Municipal Road between the northeast quarter of Section 20 and the southeast quarter of Section 29, Township 17, Range 30 west of the principal meridian, Province of Saskatchewan, at mileage 9.56 of the said branch line, as shown on Plan No. PRB-100-10 dated October 1967, on file with the Commission under file No. 26807.744.

4. The said crossings shall be constructed in compliance with the requirements of the Board of Transport Commissioners for Canada respecting highway crossings.

5. The Applicant is authorized to construct and maintain, at its own expense, the said branch line at grade across the following municipal roads:

a) between the northwest quarter of Section 14, and the northeast quarter of Section 15, Township 16, Range 31 west of the principal meridian, at mileage 0.28 of the said branch line; (file No. 26807.735)

b) between the northwest quarter of Section 14, and the southwest quarter of Section 23, Township 16, Range 31, west of the principal meridian at mileage 0.68 of the said branch line; (file No. 26807.736)

c) between the northwest quarter of Section 26 and the southwest quarter of Section 35, Township 16, Range 31 west of the principal meridian at mileage 2.70 of the said branch line; (file No. 26807.738)

d) between the northwest quarter of Section 35, Township 16, and the southwest quarter of Section 2, Township 17, Range 31 west of the principal meridian at mileage 3.74 of the said branch line; (file No. 26807.739)

e) between the southeast quarter of Section 11 and the southwest quarter of Section 12, Township 17, Range 31, west of the principal meridian at mileage 5.40 of the said branch line; (file No. 26807.740)

f) between the northeast quarter of Section 12, Township 17, Range 31, and the northwest quarter of Section 7, Township 17, Range 30 west of the principal meridian at mileage 6.68 of the said branch line; (file No. 26807.741)

g) between the northwest quarter of Section 7, and the southwest quarter of Section 18, Township 17, Range 30, west of the principal meridian at mileage 6.98 of the said branch line; (file No. 26807.742)

h) between the northwest quarter of Section 17, and the northeast quarter of Section 18, Township 17, Range 30 west of the principal meridian at mileage 8.25 of the said branch line; (file No. 26807.743)

i) between the southeast quarter of Section 29 and the southwest quarter of Section 28, Township 17, Range 30 west of the principal meridian at mileage 9.85 of the said branch line; (file No. 26807.745).

6. The crossings mentioned in section 5 shall be constructed in compliance with the requirements of the Board of Transport Commissioners for Canada respecting highway crossings. Revised plans of the said crossings, prepared in accordance with the requirements of General Order No. E-4 of the Board of Transport Commissioners for Canada, shall be submitted to and approved by an Engineer of the Railway Transport Committee before construction is commenced.

7. The Applicant is authorized to construct a road diversion in the southeast quarter of Section 11, Township 17, Range 31 west of the principal meridian along the north boundary of the right of way of the said branch line and to close within the limits of its right of way the road allowance between the northeast quarter of Section 2 and the southeast quarter of Section 11, Township 17, Range 31 west of the principal meridian, at mileage 5.29 of the said branch line.

8. The Applicant is authorized to construct and maintain, at its own expense, the said branch line at grade across the unopened road allowance between the northwest quarter of Section 17, and the southwest quarter of Section 20, Township 17, Range 30, west of the principal meridian at mileage 8.30 of the said branch line.

Dated at Ottawa, this 29th day of January, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1336

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

J.E. DUMONTIER

A.S. KIRK

IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants", for authority to open for the carriage of traffic their Bruce Lake branch line, commencing at mileage 50.3 Reddit Subdivision, near Amesdale, in the Province of Ontario, and ending in the vicinity of Bruce Lake, Province of Ontario, as shown on Route Map IR-1 revised April 25, 1967, on file with the Commission under file No. 49273.4:

*Files Nos. 49273.4
49273*

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The Applicants are authorized to open for the carriage of traffic their Bruce Lake branch line, approximately 68 miles long, commencing at mileage 50.3 Reddit Subdivision, near Amesdale, in the Province of Ontario, and ending in the vicinity of Bruce Lake, Province of Ontario, as shown on the said Route Map.

Dated at Ottawa, this 2nd day of February, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1421

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

D.H. JONES, Chairman
H.J. DARLING
J.E. DUMONTIER
H.H. GRIFFIN
W.R. IRWIN
A.S. KIRK
J.M. WOODARD

*IN THE MATTER OF section 314I
of the Railway Act and regulations
governing applications to discontinue
passenger-train service:*

File No. 27563

WHEREAS section 314I of the Railway Act provides that if a company desires to discontinue a passenger-train service, the company shall, in accordance with the rules and regulations of the Commission in that regard, file with the Commission an application to discontinue that service; and

WHEREAS subsection (3) of section 17 of the National Transportation Act provides that a committee of the Commission may, in accordance with the rules and regulations of the Commission, exercise all the powers and duties of the Commission and the orders, rules or directions made or issued by a committee of the Commission have effect, subject to subsection (4) as though they were made or issued by the Commission; and

WHEREAS pursuant to the General Rules of the Commission, the Railway Transport Committee is directed to perform all functions of the Commission under the Railway Act; and

WHEREAS it is expedient to make regulations governing applications to discontinue passenger-train service;

The Railway Transport Committee of the Canadian Transport Commission hereby makes the annexed regulations cited:

“Regulations Governing Applications to Discontinue Railway Passenger-Train Service”

to come into force on the 9th day of February, 1968.

Dated at Ottawa, this 9th day of February, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION
RAILWAY TRANSPORT COMMITTEE
REGULATIONS GOVERNING APPLICATIONS TO
DISCONTINUE RAILWAY PASSENGER-TRAIN SERVICE

- | | |
|---|---|
| Definitions | 1. In these regulations, |
| “Application” | (1) “Application” includes appendices thereto; |
| “Secretary” | (2) “Secretary” means the Secretary of the Commission and includes the person acting as Secretary of the Railway Transport Committee; |
| “Commission” | (3) “Commission” means the Canadian Transport Commission; |
| “Committee” | (4) “Committee” means the Railway Transport Committee of the Commission. |
| Applications | 2. (1) These regulations govern applications for the discontinuance of a passenger-train service filed with the Commission after these regulations come into force.

(2) These regulations also apply to applications for the discontinuance of passenger-train service filed with the Board of Transport Commissioners for Canada or the Commission before the coming into force of these regulations and to proceedings in regard to discontinuance of passenger-train service then pending to such extent as the Committee shall direct. |
| Passenger-train service
Notice of intent and declaration | 3. (1) The Company shall not discontinue any train or trains by which regular service for passengers is provided between any two terminal points designated in the public timetables published by the railway companies without first notifying the Committee of its intent to discontinue such train or trains and requesting the Committee to declare if such train or trains comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act. |
| Posting of notice of intent to discontinue train(s) carrying passengers | (2) Upon making its request for the declaration provided in sub-clause (1) of this clause, the company shall post in all stations on the line served by the train or trains involved, a notice which shall contain the following:

“Take notice that the Company (here insert name of Company) has notified the Railway Transport Committee of its intent to discontinue train or trains (here give the number of the train or trains) operating between (here give the terminal points between which the trains operate), and has requested the Committee to |

declare, pursuant to section 314I (1) (b) of the Railway Act, if such train or trains comprise a passenger-train service; Take further notice that if the Committee, within forty-five days from the date of this notice (being the time prescribed by the Committee), has not declared such train (or trains) to comprise a passenger-train service, the Company will cease operating such train or trains effective on (here give the date which shall not be earlier than sixty days from the date of the notice)".

Copy of notice
to Secretary

- (3) Upon posting the notice prescribed by sub-clause (2) of this clause, the Company shall forward a copy thereof to the Secretary.

Discontinuance
of train if no
declaration
within forty-five
days of notice

- (4) Unless otherwise ordered, if the Committee does not, within forty-five days from the date of the notice prescribed in subclause (2) of this clause, declare the train or trains involved to comprise a passenger-train service, the Company may, without any further notice, but not earlier than sixty days from the date of the notice prescribed in subclause (2) of this clause, cease operating the train or trains involved.

Declaration
that a train(s)
is a passenger-
train service

- (5) (a) Where the Committee declares that the train or trains involved comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act, the Company shall, if it desires to discontinue such passenger-train service, file an application in accordance with the General Rules of the Commission and these regulations;
- (b) the Company shall file the application and ten copies thereof with the Secretary.

Notice and
publication

4. (1) If the Company desires to discontinue a train or trains which the Committee has, pursuant to subclause (5) of clause 3 of these regulations, declared to comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act, the Company shall, ten days before filing an application therefor, give to the Committee a notice of its intent to apply for discontinuance of such train or trains, and shall request directions from the Committee as to the public notice to be given of the application and, unless otherwise directed by the Committee, the Company shall, concurrently with the filing of the application, post a notice of the application in each station served by the passenger-train service, and mail at least one copy of the application to:

- (a) The Attorney-General of each Province in which the service is operated;

- (b) the Members of Parliament and of the Provincial Legislature of each constituency in which the service is operated;
 - (c) the secretary or clerk of each city, town and municipality in which the service is operated; and
 - (d) such other parties as the Committee may specify.
- (2) The application, and the notice required by subclause (1) of this clause, shall contain the following paragraph:
- “In accordance with regulations of the Canadian Transport Commission, notice is hereby given that any person desiring to make submissions in respect of this application may do so by mailing them to the Secretary, Railway Transport Committee, Canadian Transport Commission, 400 Laurier Avenue West, Ottawa, Ontario, within thirty days from the date of this notice. A copy of such submissions shall also be mailed to the applicant railway company at the address set forth below within the same period.”
- (3) Where the service is operated wholly or partly in the Province of Quebec, the application and the notice thereof shall be in both the English and French languages.

Contents of
application

5. The application shall contain

- (1) The names of the terminals and mileages between the terminals of the passenger-train service;
- (2) the names of the subdivisions and of the stations served; the mileages at which the stations are located; the approximate population of each city and town in which a station is located; a description of the existing service, indicating the number of train trips per day or per week, as the case may be, and the normal consist of such trains;
- (3) a statement of the history of the service;
- (4) a statement regarding the alternative transportation services, including any highway or highway system serving the principal points served by the passenger-train service, that are available or are likely to be available in the area served by the service;
- (5) a statement as to the probable effect on other passenger-train service or other passenger carriers of the discontinuance of the service, or of parts thereof;
- (6) a statement as to the probable future passenger transportation needs of the area served by the service;

Statement of
revenues and
costs of the
service.

- (7) a statement as to the feasibility of continuing to operate all or part of the service by changing the methods of operation or by interconnection or coordination with other (passenger) services; and
 - (8) a statement showing by year for the last three consecutive financial years of the Company, immediately preceding the date of the application, the monthly average number of passengers handled per trip.
6. (1) Unless otherwise directed by the Committee, concurrently with the filing of the application, the Company shall also submit to the Secretary a statement of the revenues and costs of the service, showing by year for the last two consecutive financial years of the Company immediately preceding the date of the application
- (a) the on-line revenues attributable to the carrying of passengers;
 - (b) the costs of the service, segregated between costs incurred in the carrying of passengers and costs incurred in the carrying of any other traffic on the passenger-train service, prepared in accordance with Board of Transport Commissioners for Canada Order No. 123994.
- (2) The Company shall also submit such other information as the Committee may request from time to time.
- (3) For the purposes of this section, when an application for discontinuance of a passenger-train service is filed prior to April first in any year, the last two consecutive financial years of the applicant company shall be deemed to be the two consecutive financial years of the Company immediately preceding the last financial year of such Company.
7. These regulations do not apply to nor in respect of trains by which a regular year-round service for passengers is not provided; all such trains shall be designated as seasonal trains in the public timetables of the Company which shall be governed by the provisions of General Order No. 0-5 of the Board of Transport Commissioners for Canada, dated 1st February 1965.

COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE N° R-1421

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

COMMISSAIRES:

D.H. JONES Président

H.J. DARLING

J.-E. DUMONTIER

H.H. GRIFFIN

W.R. IRWIN

A.S. KIRK

J.M. WOODARD

*RELATIVE à l'article 314I de la
Loi sur les chemins de fer et aux
règlements régissant les demandes de
suppression de services de trains de
voyageurs:*

Dossier n° 27563

ATTENDU QUE l'article 314I de la Loi sur les chemins de fer prévoit que si une Compagnie désire supprimer un service de trains de voyageurs, elle doit, en conformité des règles et règlements de la Commission à ce sujet, déposer à la Commission une demande de suppression de ce service; et

ATTENDU QUE le paragraphe (3) de l'article 17 de la Loi nationale sur les transports prévoit qu'un comité de la Commission peut, en conformité des règles et règlements de la Commission, exercer tous les pouvoirs et les fonctions de la Commission, et les ordonnances, règles ou directives établies ou émises par un Comité de la Commission ont le même effet, sous réserve des dispositions du paragraphe (4), que si elles avaient été établies ou émises par la Commission; et

ATTENDU QU'en vertu des Règles générales de la Commission, le Comité des transports par chemin de fer est chargé de remplir toutes les fonctions de la Commission en vertu de la Loi sur les chemins de fer; et

ATTENDU QU'il y a lieu d'établir des règlements régissant les demandes de suppression de services de trains de voyageurs;

Le Comité des transports par chemin de fer de la Commission canadienne des transports établit par la présente ordonnance le règlement ci-annexé intitulé:

“Règlement régissant les demandes de suppression de services de trains de voyageurs”,

qui doit entrer en vigueur le neuvième jour de février 1968.

Fait à Ottawa, ce neuvième jour de février 1968.

Le Secrétaire du Comité des transports
par chemin de fer,

COMMISSION CANADIENNE DES TRANSPORTS
COMITÉ DES TRANSPORTS PAR CHEMIN DE FER
RÈGLEMENT RÉGISSANT LES DEMANDES DE SUPPRESSION
DE SERVICES DE TRAINS DE VOYAGEURS

- | | |
|---|---|
| Définitions | 1. Dans le présent règlement, l'expression |
| "Demande" | (1) "demande" comprend les appendices de la demande; |
| "Secrétaire" | (2) "Secrétaire" désigne le secrétaire de la Commission et comprend la personne remplissant les fonctions de secrétaire du Comité des transports par chemin de fer; |
| "Commission" | (3) "Commission" désigne la Commission canadienne des transports; |
| "Comité" | (4) "Comité" désigne le Comité des transports par chemin de fer de la Commission. |
| Application | 2. (1) Le présent règlement régit les demandes de suppression d'un service de trains de voyageurs qui seront déposées à la Commission après l'entrée en vigueur du présent règlement.

(2) Le présent règlement s'applique aussi aux demandes de suppression d'un service de trains de voyageurs qui auront été déposées à la Commission des transports du Canada ou à la Commission, avant l'entrée en vigueur du présent règlement et aux procédures qui seront alors en cours relativement à la suppression d'un service des trains de voyageurs, dans la mesure où le Comité l'ordonnera. |
| Services de trains de voyageurs
Avis d'intention et déclaration. | 3. (1) La compagnie ne doit pas supprimer de train ou de trains assurant un service régulier aux voyageurs entre deux points terminus désignés dans les indicateurs publics publiés par les compagnies de chemin de fer, sans aviser au préalable le Comité de son intention de supprimer ce ou ces trains ni sans demander au Comité de déclarer si ce train ou ces trains comprennent un service de trains de voyageurs au sens des articles 314I et 314J de la Loi sur les chemins de fer. |
| Affichage de l'avis d'intention de supprimer un ou des trains qui transportent des voyageurs. | (2) Lors de la présentation de sa demande de la déclaration prévue au paragraphe (1) du présent article, la compagnie doit afficher dans toutes les gares situées sur la ligne desservie par le ou les trains en cause un avis ainsi libellé:

"Avis est donné que la compagnie (indiquer ici le nom de la compagnie) a avisé le Comité des transports par chemin de fer de son intention de supprimer le ou les trains (indiquer ici le numéro du ou des trains) circulant entre (indiquer ici les points terminus entre lesquels les trains circulent) et a demandé |

au Comité de déclarer, conformément à l'alinéa b) du paragraphe (1) de l'article 314I de la Loi sur les chemins de fer, si ce ou ces trains comportent un service de trains de voyageurs; Avis est en outre donné que si, dans un délai de quarante-cinq jours à compter de la date du présent avis (période prescrite par le Comité) le Comité n'a pas déclaré que ce train (ou ces trains) comporte(nt) un service de trains de voyageurs, la compagnie cessera d'exploiter ce ou ces trains à compter du (indiquer ici la date, date qui ne pourra être postérieure de moins de soixante jours à la date de l'avis)."

Copie de l'avis
au Secrétaire.

- (3) Lors de l'affichage de l'avis prescrit au paragraphe (2) du présent article, la compagnie doit en envoyer une copie au Secrétaire.

Suppression du
train en l'absence
de déclaration dans
les quarante-cinq
jours qui suivent
la date de l'avis.

- (4) Sauf ordre contraire, si le Comité, dans les quarante-cinq jours qui suivent la date de l'avis prescrit au paragraphe (2) du présent article, ne déclare pas que le ou les trains en cause comporte(nt) un service de trains de voyageurs, la compagnie peut, sans autre avis, mais dans un délai qui ne peut être inférieur à soixante jours après la date de l'avis prescrit dans le paragraphe (2) du présent article, cesser d'exploiter le ou les trains en cause.

Train(s) déclaré(s)
comporter un service
de trains de voyageurs.

- (5) a) Si le Comité déclare que le ou les trains en cause comporte(nt) un service de trains de voyageurs au sens des articles 314I et 314J de la Loi sur les chemins de fer, la Compagnie devra, si elle désire supprimer ledit service de trains de voyageurs, déposer une demande en conformité des Règles générales de la Commission et du présent règlement;
- b) la Compagnie devra déposer la demande et dix exemplaires de celle-ci au Secrétaire.

Avis et
publication.

4. (1) Si la compagnie désire supprimer un ou des trains que le Comité a, en vertu du paragraphe (5) de l'article 3 du présent règlement, déclaré comporter un service de trains de voyageurs au sens des articles 314I et 314J de la Loi sur les chemins de fer, la compagnie devra, dix jours avant de déposer la demande y relative, donner au Comité avis de son intention de déposer une demande de suppression dudit ou desdits trains, et devra demander au Comité des directives relativement à la publication de la demande, et, sauf instructions contraires du Comité, elle devra, lors du dépôt de la demande, afficher dans chaque gare desservie par le service de trains de voyageurs, un avis de présen-

tation de demande, et envoyer au moins un exemplaire de cette demande:

- a) au procureur général de chaque province dans laquelle le service est assuré;
 - b) au député fédéral et au député provincial de chaque circonscription électorale dans laquelle le service est assuré;
 - c) au secrétaire ou greffier de chaque ville et municipalité dans laquelle le service est assuré; et,
 - d) à tout autre intéressé que le Comité pourra spécifier.
- (2) La demande, et l'avis exigé par le paragraphe (1) du présent article, devront contenir le paragraphe suivant:

“En conformité des règlements de la Commission canadienne des transports, avis est par les présentes donné que toute personne qui désire présenter des observations relativement à cette demande pourra le faire en adressant par la poste ces observations au secrétaire du Comité des transports par chemin de fer, Commission canadienne des transports, 400 ouest, avenue Laurier, Ottawa (Ont.) dans les trente jours de la date du présent avis. Une copie de ces observations devra également être adressée à la compagnie de chemin de fer requérante, à l'adresse indiquée ci-dessous, dans le même délai.”

- (3) Si le service est assuré en totalité ou en partie dans la province de Québec, la demande et l'avis s'y rapportant devront être rédigés à la fois en français et en anglais.

Teneur de
la demande.

5. La demande devra donner:

- (1) les noms des gares terminus et les points milliaires entre les gares terminus du service de trains de voyageurs;
- (2) les noms des subdivisions et les noms des gares desservies; les points milliaires auxquels les gares sont situées; le chiffre approximatif de la population de chaque ville où une gare est située; une description du service existant, avec indication du nombre de trains circulant par jour ou par semaine, selon le cas, et la composition normale de tels trains;
- (3) un exposé portant sur l'historique du service;
- (4) un exposé concernant les services de transport de remplacement, y compris toute route ou réseau de route desservant les principaux points desservis par le service de trains de voyageurs, qui sont disponibles ou que l'on se propose d'établir à l'avenir dans le secteur desservi par le service de trains;

- (5) un exposé portant sur les incidences probables de cette suppression totale ou partielle sur les autres services de trains de voyageurs ou sur les autres services de transport de voyageurs;
- (6) un exposé portant sur les besoins futurs probables de moyens de transport de voyageurs dans le secteur desservi par le service de trains;
- (7) un exposé relatif à la possibilité de continuer à exploiter le service ou une partie de celui-ci en modifiant les méthodes d'exploitation ou en le raccordant ou le coordonnant à d'autres services (de voyageurs);
- (8) un état montrant pour chacune des trois dernières années financières de la compagnie, qui précèdent immédiatement la date de la demande, le nombre moyen mensuel de voyageurs transportés à chaque voyage.

État des frais
et revenus du
service.

- 6. (1) Sauf avis contraire du Comité la compagnie doit également, en même temps qu'elle dépose sa demande, soumettre au Secrétaire, relativement aux frais et aux revenus du service, pour chacune des deux dernières années financières précédant la date de la demande, un état montrant:
 - a) les revenus résultant du transport des voyageurs sur la ligne en cause;
 - b) les frais du service, répartis en coût relatif au transport des voyageurs et en coût relatif au transport de tout autre trafic par le service de trains de voyageurs, ces coûts étant établis en conformité de l'ordonnance n° 123994 de la Commission des transports du Canada.
 - (2) La compagnie doit également produire tout autre renseignement que le Comité pourra demander de temps à autre.
 - (3) Pour les fins du présent article, si la demande de suppression d'un service de trains de voyageurs est déposée avant le 1^{er} avril d'une année, les deux dernières années financières consécutives de la compagnie requérante seront censées être les deux années financières consécutives de la compagnie qui précèdent sa dernière année financière.
7. Le présent règlement ne concerne pas les trains qui n'assurent pas toute l'année un service voyageurs régulier et ne s'applique pas à ces trains; ces derniers trains figureront dans les indicateurs publics de la compagnie en tant que trains saisonniers, lesquels seront régis par les prescriptions de l'ordonnance générale n° 0-5 de la Commission des transports du Canada, datée du 1^{er} février 1965.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1512

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

J.E. DUMONTIER

A.S. KIRK

*IN THE MATTER OF section 469
of the Railway Act, the calculation of
"normal payments" and recommenda-
tion of "Equalization payments":*

File No. 49305.2

WHEREAS subsections (2), (3) and (6) of section 469 of the Railway Act provide for the calculation of "normal payments" in respect of "eligible companies" and amounts for payment to a non-railway transportation company as follows:

"(2) For each of the years 1967 to 1974, inclusive, the Commission shall calculate the normal payment that would have been made to a railway company if the following sums were available to be divided among eligible companies, namely:

- (a) for 1967, the sum of one hundred and ten million dollars;
- (b) for 1968, the sum of ninety-six million dollars;
- (c) for 1969, the sum of eighty-two million dollars;
- (d) for 1970, the sum of sixty-eight million dollars;
- (e) for 1971, the sum of fifty-four million dollars;
- (f) for 1972, the sum of forty million dollars;
- (g) for 1973, the sum of twenty-six million dollars; and
- (h) for 1974, the sum of twelve million dollars."

"(3) The method of calculating a normal payment shall be determined by the Commission but in making its calculation the Commission shall have regard to all factors that in its opinion are relevant, including the methods of allocating among eligible companies the sums provided before the coming into force of this section by Parliament to reimburse such companies for maintaining the level of rates for freight traffic at a level that satisfied or would have satisfied Order No. 101055 of the Board of Transport Commissioners for Canada dated April 27, 1960."

"(6) The Commission may, in calculating a normal payment under this section in respect of any year, deduct from such payment appropriate amounts for

payment to any transportation company that was subject to Order No. 96300 of the Board of Transport Commissioners for Canada dated November 17th, 1958, and that is not a railway company, and may recommend payment to any such transportation company in respect of such year of an amount based on the position of such transportation company in relation to railway companies under that Order."

AND WHEREAS provisions for equalization payments and for adjustments are made in subsections (4) and (5) of section 469 of the Railway Act as follows:

"(4) When the normal payment calculated in respect of a railway company for a year exceeds, or in the opinion of the Commission is likely to exceed, the aggregate of the amounts payable in respect of that year to a railway company under sections 314E, 314G, 314J and 329, the Minister of Finance may, on the recommendation of the Commission, pay out of the Consolidated Revenue Fund to such railway company, at such times and by such instalments as the Governor in Council may prescribe, an amount equal to the amount by which the normal payment calculated in respect of such railway company exceeds the aggregate of the amounts paid or payable to such railway company under sections 314E, 314G, 314J and 329 in respect of that year."

"(5) The Minister of Finance on the recommendation of the Commission may make an adjustment in any payment to a railway company under this section or sections 314E, 314G, 314J and 329 in or for one year for or on account of an underpayment or overpayment made under this section in an earlier year."

AND WHEREAS Order in Council P.C. 1968-314, dated February 15, 1968, prescribes that the Minister of Finance may make payments, including monthly instalments, in or in respect of the year 1968, under sections 314E, 314G, 314J, 329 and 469 of the Railway Act, to the eligible companies as defined in section 469 of the said Act and to Canada Steamship Lines Limited, subject to the following conditions:

1. Payments shall be made only upon the recommendation of the Canadian Transport Commission.
2. Payments to Canada Steamship Lines Limited for 1968 shall be in the total amount of \$380,401.
3. Payments to the eligible companies shall be based on estimates of the amounts payable and the method of calculating normal payments shall be to apply to the sum of \$96,000,000 less the sum of \$380,401 payable to Canada Steamship Lines Limited the percentage which each eligible company's allocation for 1967 was of the total normal payments for 1967, as set out in paragraph 2 of Order No. 124455 of the Board of Transport Commissioners for Canada dated May 17, 1967.

4. Adjustments between the monthly instalment payments and the actual amounts payable pursuant to the aforesaid sections of the Act shall be made when the Commission determines the actual amounts so payable and also from time to time when the Commission certifies that such monthly instalment payments have resulted in underpayments or overpayments having been made.

THE COMMISSION THEREFORE DETERMINES AS FOLLOWS:

1. An amount of \$380,401 will be recommended for payment to Canada Steamship Lines Limited in respect of the year 1968, in monthly instalments not exceeding one-twelfth of the said amount.
2. The method of calculating normal payments in respect of eligible companies for the year 1968 shall be to apply to the sum of \$96,000,000 less \$380,401, the percentage which each eligible company's allocation for 1967 was of the total normal payments for 1967, as set out in paragraph 2 of Order No. 124455 of the Board of Transport Commissioners for Canada dated May 17, 1967.
3. The percentages and the amounts of normal payments to eligible companies in respect of the year 1968 shall be as shown in column (2) and column (3) hereunder:

(1) Names of Companies	(2) Percentage	(3) Normal Payments in respect of 1968
Canadian National Railways	57.653154	\$55,127,714
Canadian Pacific Railway Company	40.557707	38,781,117
Algoma Central Railway	.344678	329,580
Canada & Gulf Terminal Railway Company	.070014	66,947
Chesapeake & Ohio Railway Company	.084817	81,102
Great Northern Railway Company	.007172	6,858
Midland Railway Company of Manitoba	.107910	103,183
Napierville Junction Railway Company	.011325	10,829
New York Central System	.059992	57,364
Northern Alberta Railways	.936077	895,073
Ontario Northland Railway Company	.005756	5,504
Toronto, Hamilton & Buffalo Railway Company	.161398	154,328
TOTAL	<u>100.000000</u>	<u>\$95,619,599</u>

4. To assist the Commission in determining the amount by which a normal payment for a year to an eligible company is likely to exceed the aggregate of the amounts payable in respect of that year to such company under sections 314E, 314G, 314J and 329, each company named in section 3 of this order shall, as soon as possible

and at the end of each calendar quarter thereafter, file an estimate of the amounts of its claims for the calendar year under sections 314E (uneconomic lines), 314G (designated lines), 314J (uneconomic services) and 329 (eastern rates).

5. The Commission, in respect of 1968, will recommend payment to each eligible railway company of the amount by which its normal payment for 1968 exceeds or in the Commission's opinion is likely to exceed the aggregate amount payable to it in respect of 1968 under sections 314E, 314G, 314J and 329 in monthly instalments not exceeding one-twelfth of the annual amount payable to the company as so estimated by the Commission.
6. The Commission will recommend such adjustment in any payment made under any of the said sections as it may from time to time deem proper.
7. The Commission may make any amendments of this order that it deems necessary.

Dated at Ottawa, this 16th day of February, 1968.

(Sgd.) C. W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1513

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

J.E. DUMONTIER

A.S. KIRK

*IN THE MATTER OF section 329
of the Railway Act and payments re
"Eastern rates".*

File No. 49305.2

WHEREAS subsections (2), (3), (4) and (5) of section 329 of the Railway Act provide for maintenance of existing rates and payments of assistance in respect of the movement of grain and flour for export by railway to Eastern ports from inland points as follows:

Maintaining
existing
effective rates

(2) For the purpose of encouraging the continued use of the Eastern ports for the export of grain and flour,

(a) rates for grain moving in bulk for export to any Eastern port from any inland point over any line of a railway company subject to the jurisdiction of Parliament shall be maintained at the level of rates applying on the 30th day of November, 1960, to the movement of such grain to Eastern ports; and

(b) rates on flour moving for export to an Eastern port from any inland point over any line of a railway company subject to the jurisdiction of Parliament shall be maintained at the level of rates applying on the 30th day of September, 1966, to the movement of such flour to Eastern ports.

Determining
rates for
Comparison

(3) The Commission shall from time to time determine in respect of

(a) the movement of grain in bulk for export, and

(b) the movement of flour for export, by railway to an Eastern port from an inland point a level of rates consistent with section 334 and shall cause such rates to be published in the Canada Gazette.

Payment of
assistance

(4) The Governor in Council may, on the recommendation of the Commission, authorize the Minister of Finance to pay out of the Consolidated Revenue Fund to a railway company under the jurisdiction of Parliament that carries at Eastern rates grain moving in bulk for export to an Eastern port from an inland point, or flour moving for export from an inland point to an Eastern port, when the Eastern rates for such grain or flour, as the case may be, are less than the rates

determined and published by the Commission under subsection (3), an amount equal to the difference between

- (a) the total amount received by the company in respect of that year for the carriage of such grain or flour, and
- (b) the total amount that the company would have received in respect of that year had the grain or flour been carried at the rates determined and published by the Commission under subsection (3) instead of at the Eastern rates.

Prevailing
rates

- (5) Until such time as the Commission determines and publishes a level of rates under subsection (3),
 - (a) the railway proportions of rates for the movement of grain in bulk for export from an inland point to an Eastern port that have been filed by a railway company with the Board of Transport Commissioners for Canada in accordance with paragraph 2 of Order No. 103860 of that Board dated February 23rd, 1961, and that have been approved by that Board shall be deemed to be the rates determined and published by the Commission under subsection (3); and
 - (b) the rates applying on the 30th day of September 1966 for the movement of flour for export from an inland point to an Eastern port shall be deemed to be the rates determined and published by the Commission under subsection (3).

AND WHEREAS Order in Council P.C. 1968-314 dated February 15, 1968, prescribes that the Minister of Finance may make payments, including monthly instalment payments, in or in respect of the year 1968, under sections 314E, 314G, 314J, 329 and 469 of the Railway Act, to the eligible companies as defined in section 469 of the said Act, and to Canada Steamship Lines Limited, subject to the following conditions:

1. Payments shall be made only upon the recommendation of the Canadian Transport Commission.
2. Payments to Canada Steamship Lines Limited for 1968 shall be in the total amount of \$380,401.
3. Payments to the eligible companies shall be based on estimates of the amounts payable and the method of calculating normal payments shall be to apply to the sum of \$96,000,000 less the sum of \$380,401 payable to Canada Steamship Lines Limited the percentage which each eligible company's allocation for 1967 was of the total normal payments for 1967, as set out in paragraph 2 of Order No. 124455 of the Board of Transport Commissioners for Canada dated May 17, 1967.
4. Adjustments between the monthly instalment payments and the actual amounts payable pursuant to the aforesaid sections of the Act shall be made when the Commission determines the actual amounts so payable and also from time to time when

the Commission certifies that such monthly instalment payments have resulted in underpayments or overpayments having been made.

IT IS HEREBY ORDERED AS FOLLOWS:

Definitions

1. In this Order,

“Eastern port” (a) “Eastern port” means any of the ports of Halifax, Saint John, West Saint John and Montreal and any of the ports on the St. Lawrence River to the east of Montreal;

“Eastern rates” (b) “Eastern rates” means,
 (i) in relation to grain, the freight rates applying on the 30th day of November, 1960, to the movement of grain in bulk for export from any inland point to an Eastern port, and
 (ii) in relation to flour, the freight rates applying on the 30th day of September, 1966, to the movement of flour for export from any inland point to an Eastern port;

“Inland Point” (c) “inland point” means,
 (i) in relation to grain, any of the railway points along Georgian Bay, along Lake Huron or along any waterways directly or indirectly connecting with Lake Huron and not being farther east than Prescott, but including Prescott, and
 (ii) in relation to flour, any point in Canada east of the 90th degree of west longitude;

“Flour” (d) “flour” means flour milled from grain; and

“Grain” (e) “grain” means the commodities referred to in paragraph 6 of Order No. 121416 of the Board of Transport Commissioners for Canada dated the 18th day of July, 1966, being the same commodities referred to in paragraph 8 of this Order.

2. No claims shall be made under this Order in respect of flour moving for export from an inland point to an Eastern port.

3. The Commission hereby certifies that the railway proportions of the rates for grain, moving for export to Eastern ports from inland points that were in effect on November 30, 1960, are as published on 16th Revised Page 69 to Canadian Pacific Railway Tariff E. 500-D, C.T.C. (F) No. E. 5172 and 58th Revised Page 47 to Canadian National Railways' Tariff C.G. 130-2, C.T.C. (F) No. E. 3876 are as shown in column “A” of paragraph 8 hereunder.

4. The Commission hereby approves for the purpose of determining payments under section 329, the freight rates for grain published on 41st Revised Page 47 to Canadian National Railways' Tariff C.G. 130-2, C.T.C. (F) No. E.3867 and 18th Revised

Page 69 to Canadian Pacific Railway Tariff E.500-D, C.T.C. (F) No. E. 5172, the said freight rates being compensatory and as set out in column "B" of paragraph 8 hereunder.

5. The amounts to be claimed for payment in respect of grain shall be based on the difference between the certified rates shown under column "A" of paragraph 8 hereunder and the approved rates set out in column "B" of paragraph 8 hereunder.
6. The said claims for payment apply to all bulk grain as hereinafter described and forwarded for export after January 1, 1968 under existing "At and East" export freight rates.
7. The railways shall file with the Commission as soon as possible after the end of each calendar month, a statement in quadruplicate, certified by their Accounting Department, of the revenues alleged due in such detail as the Commission may from time to time require.
8. (1) Tolls under Section 4 of Canadian Pacific Railway Company Tariff No. E.500-D, C.T.C. (F) No. E.5172, expressed in cents per 100 lbs.
 - (a) From Goderich, Midland, Owen Sound, Port Colborne, Port McNicoll, Toronto and Walkerville, Ont.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
Montreal, P.Q.	Wheat	20.32	23.50
	Oats	20.15	23.50
	Rye — Corn	20.26	23.50
	Soya Beans	20.34	23.50
	Buckwheat	24.14	27.50
	Barley	24.21	27.50
Trois Rivieres, Que.	Wheat — Soya Beans	21.09	25.00
	Oats	21.08	25.00
	Rye — Corn	21.06	25.00
	Buckwheat — Barley	24.99	29.00
Quebec, Que.	Wheat	20.62	26.50
	Oats	20.52	26.50
	Rye — Corn	20.57	26.50
	Soya Beans	20.63	26.50
	Buckwheat	24.47	30.50
	Barley	24.51	30.50
West Saint John, N.B.	Wheat — Soya Beans	23.17	33.00
	Oats	24.85	33.00
	Rye — Corn	23.29	33.00
	Buckwheat — Barley	27.59	37.00

(b) From Prescott, Ont.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
West Saint John, N.B.	Wheat — Soya Beans	21.67	28.00
	Oats	23.35	28.00
	Rye — Corn	21.79	28.00
	Buckwheat — Barley	26.09	32.00

(c) From Montreal, Que.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
West Saint John, N.B.	Wheat	21.98	25.00
	Oats	24.34	25.00
	Rye — Corn	22.15	25.00
	Soya Beans	22.00	25.00
	Buckwheat	26.59	29.00
	Barley	26.66	29.00

(d) From Trois Rivieres, Que.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
West Saint John, N.B.	Wheat	22.75	25.00
	Oats	25.27	25.00
	Rye — Corn	22.95	25.00
	Soya Beans	22.75	25.00
	Buckwheat — Barley	27.44	29.00

(e) From Quebec, Que.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
West Saint John, N.B.	Wheat	22.28	25.00
	Oats	24.70	25.00
	Rye — Corn	22.46	25.00
	Soya Beans	22.29	25.00
	Buckwheat	26.92	29.00
	Barley	26.96	29.00

(2) Tolls under Section 4 of Canadian National Railways' Tariff No. C.G. 130-2, C.T.C. (F) No. E.3867, expressed in cents per 100 lbs.

(a) From Collingwood, Goderich, Midland, Owen Sound, Port Colborne, Sarnia, Tiffin, Toronto and Walkerville, Ont.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
Montreal, Que.	Wheat — Soya Beans	20.27	23.50
	Oats	20.15	23.50
	Rye — Corn	20.26	23.50
	Buckwheat	24.14	27.50
	Barley	24.21	27.50
Sorel, Que.	Wheat — Soya Beans	21.09	25.00
	Oats	21.08	25.00
	Rye — Corn	21.06	25.00
	Buckwheat — Barley	24.99	29.00
Quebec, Que.	Wheat — Soya Beans	20.59	26.50
	Oats	20.52	26.50
	Rye — Corn	20.57	26.50
	Buckwheat	24.47	30.50
	Barley	24.51	30.50
Saint John, N.B. and Halifax, N.S.	Wheat — Soya Beans	23.17	33.00
	Oats	24.85	33.00
	Rye — Corn	23.29	33.00
	Buckwheat — Barley	27.59	37.00

(b) From Kingston, Ont.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
Saint John, N.B. and Halifax, N.S.	Wheat — Soya Beans	22.17	31.00
	Oats	24.85	31.00
	Rye — Corn	23.29	31.00
	Buckwheat — Barley	27.49	35.00

(c) From Prescott, Ont.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
Saint John, N.B. and Halifax, N.S.	Wheat — Soya Beans	21.67	28.00
	Oats	23.35	28.00
	Rye — Corn	21.79	28.00
	Buckwheat — Barley	26.09	32.00

(d) From Montreal, Que.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
Saint John, N.B. and Halifax, N.S.	Wheat — Soya Beans	22.55	25.00
	Oats	24.34	25.00
	Rye — Corn	22.15	25.00
	Buckwheat	26.59	29.00
	Barley	26.66	29.00

(e) From Sorel, Que.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
Saint John, N.B. and Halifax, N.S.	Wheat — Soya Beans	22.50	25.00
	Oats	22.78	25.00
	Rye — Corn	22.77	25.00
	Buckwheat — Barley	27.44	29.00

(f) From Quebec, Que.

<u>To</u>	<u>Kind of Grain</u>	<u>Column "A"</u>	<u>Column "B"</u>
Saint John, N.B. and Halifax, N.S.	Wheat — Soya Beans	22.45	25.00
	Oats	24.97	25.00
	Rye — Corn	22.65	25.00
	Buckwheat — Barley	27.14	29.00

Dated at Ottawa, this 16th day of February, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1514

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

H.H. GRIFFIN

A.S. KIRK

IN THE MATTER OF the application of the Canadian National Railways, Telecommunications Department, and the Canadian Pacific Railway Company, Telecommunications Department, under the provisions of Section 380(12) of the Railway Act, for approval of a Memorandum of Agreement, dated January 25, 1968, between the said companies providing for the reciprocal abandonment of telegraph offices.

File No. 10041.177

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The said Memorandum of Agreement, dated January 25, 1968, is approved.

Dated at Ottawa, this 16th day of February, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1515

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

A.S. KIRK

J.M. WOODARD

*IN THE MATTER OF General
Order No. 0-10 of the Board of Trans-
port Commissioners for Canada pre-
scribing the regulations respecting
"Railway Safety Appliance Standards":*

File No. 11654

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The "Railway Safety Appliance Standards" regulations prescribed by General Order No. 0-10 of the Board of Transport Commissioners for Canada are amended by:

1. Rescinding clauses 261 & 262 of the said regulations and substituting the following therefor:

Location

"261. One (1) on each side of car, extending from end platform to end platform at a distance of not less than fifty-one (51) inches from centre line of car, except that where break in side railing is necessary for side ladder or operating cabinet, the side railing shall be securely attached to such ladder and/or cabinet".

Manner of
Application

"262. Side railings shall be securely attached to end platforms, and be supported from the car at intervals not exceeding ten (10) feet".

2. Adding immediately under the heading "Operating Platform" and immediately preceding clause 274 of the said regulations, the following:

"Note. An operating platform is not required if all fittings used in the loading or unloading of the tank car are accessible from ground or end platform; but when an operating platform is required, the provisions of clauses 274 to 277 hereafter apply".

3. Adding immediately under the heading "Operating Platform Safety Railing" and immediately preceding clause 278 of the said regulations, the following:

“Note. An operating platform is not required if all fittings used in the loading or unloading of the tank car are accessible from ground or end platform; but when an operating platform is required, the provisions of clauses 278 to 281 inclusive hereafter apply”. and,

4. Adding immediately under the heading “Operating Platform Ladders” and immediately preceding clause 282 of the said regulations, the following:

“Note. An operating platform is not required if all fittings used in the loading or unloading of the tank car are accessible from ground or end platform; but when an operating platform is required, the provisions of clauses 282 to 285 inclusive hereafter apply”.

Dated at Ottawa, this 20th day of February, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1551

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

A.S. KIRK

J.M. WOODARD

IN THE MATTER OF joint application of the Canadian National Railways and the Canadian Pacific Railway Company, under Section 353 of the Railway Act, for authority to publish carload rates on Zinc Concentrates from mileage 60.6 (Peace River Subdivision), Alberta, to Depue, Illinois, subject to limitation of liability:

File No. 40615.20

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability is authorized to the extent of the valuations stated herein in respect of the undermentioned rates on Zinc Concentrates, carload minimum weight 90% of marked capacity of car used but not less than 140,000 pounds, from mileage 60.6 (Peace River Subdivision), Alberta, to Depue, Illinois, as Proportional rates, applicable only on shipments originating at Pine Point, North West Territories.

(*) Rates per 2,000 pounds	When valuation per 2,000 pounds does not exceed
\$ 23.67	\$ 70.00
24.69	80.00
25.58	90.00
26.60	100.00
27.62	110.00

(*) (Subject to Tariff of Increased Rates and Charges X-256, Agent G.H. Mitchell's C.T.C. (F) No. 746.)

Dated at Ottawa, this 21st day of February, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1637

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

H.H. GRIFFIN
J.M. WOODARD

*IN THE MATTER OF the Canadian
Pacific Railway Company's passenger
train, inclusive of mail and express,
between Sudbury and White River,
both in the Province of Ontario:*

File No. 27563.511

WHEREAS the Canadian Pacific Railway Company operates a local passenger train between Sudbury and White River, in the Province of Ontario, three days a week in each direction; and

WHEREAS it is the opinion of the Railway Transport Committee that this provision should be supplemented for the duration of the normal summer timetable in each year —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. That Canadian Pacific Railway Company institute and operate a local passenger train, including both mail and express services, to commence with the change of timetable in April 1968, and to operate at least six days a week in each direction between Sudbury and White River; to leave Sudbury not earlier than 7:00 A.M., local time. The said operation shall be for the duration of the normal summer timetable in each year.

2. Nothing herein shall be construed as relieving Canadian Pacific Railway Company from operating for the remainder of each year the passenger train now being provided between Sudbury and White River, Province of Ontario.

Dated at Ottawa, this 29th day of February, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

**SUMMARY OF ORDERS ISSUED BY
THE RAILWAY TRANSPORT COMMITTEE**

(*Denotes Order printed in full)

- *R-1226 January 23 — Amending General Order No. E-7 of the Board of Transport Commissioners for Canada concerning rules governing the preparation of accounts to apply to joint projects undertaken under Order of the Board. (See page 31, 58 R.T.C.)
- *R-1227 January 23 — Authorizing released valuations in respect of classification ratings on business or office machines in Canadian Freight Classification No. 22, C.T.C. (F) No. 1740. (See page 32, 58 R.T.C.)
- R-1228 January 25 — Authorizing the C.N.R. to construct and maintain a bridge to carry their Redwater Spur across and over Highway No. 15 and over the 16" gas pipeline of Northwestern Utilities Ltd., near Fort Saskatchewan, Alta., at mileages 0.6 and 3.46 respectively of the Redwater Spur, which commences at mileage 114 Vegreville Subd.
- R-1229 January 26 — Approving the location of the flammable liquid bulk storage and transfer facilities of the C.N.R. at Garneau, P.Q. near mileage 40.50 Joliette Subd. C.N.R.
- R-1230 January 26 — Approving and authorizing the overhead and side clearances on the track serving the Saskatchewan Wheat Pool Terminal Elevator 4A, at Port Arthur, Ont., provided signs indicating less-than-standard overhead and side clearances are erected, C.P.R.
- R-1231 January 29 — Authorizing the C.N.R. to open for the carriage of traffic their Ville Vanier Industrial Spur, Town of Ville Vanier, County of Quebec, P.Q. off mileage 3.09 Laird Subd.
- R-1232 January 29 — Approving the changes in the automatic protection at the crossing of the C.N.R. and Highway No. 20, City of Niagara Falls, South of Stamford, Ont. at mileage 5.26 Welland Subd.
- R-1233 January 29 — Approving Supplement No. 12 to Traffic Agreement between The Bell Telephone Company of Canada and the Southern Teleservices Limited.
- R-1234 January 29 — Approving Alternate Appendix "B" (1967) to Traffic Agreement between The Bell Telephone Company of Canada and The Morrow Telephone Company Limited.
- R-1235 January 29 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the public road in Belleville, Ont. at mileage 219.48 Kingston Subd.

- R-1236 January 29 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Station Street, Village of Pointe-du-Lac, St. Maurice County, P.Q. at mileage 74.21 Trois Rivières Subd.
- R-1237 January 29 — Authorizing the C.N.R. to remove the station agent at Lucknow, Ont., provided a resident on-hand representative is appointed.
- R-1238 January 29 — Authorizing the Town of Redwater, Alta. to construct a pedestrian walkway across the C.N.R. at Main Street, at mileage 29.51 Coronado Subd.
- R-1239 January 29 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and St. Alphonse Street, Roberval, P.Q. at mileage 12.42 Roberval Subd.
- R-1240 January 29 — Authorizing the C.P.R. to operate its engines, cars and trains under the dual overhead bridges carrying Henri IV Boulevard across and over its right of way and track, Town of Les Saules, P.Q., at mileage 154.24 Quebec Subd.
- R-1241 January 29 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the Public Road near Kamloops, B.C. at mileage 126.03 Shuswap Subd.
- R-1242 January 29 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Station Road, in Lac Carre, County of Terrebonne, P.Q. at mileage 57.18 Ste. Agathe Subd.
- R-1243 January 29 — Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Meander River, Alta., at mileage 223.0 Great Slave Lake Railway. (C.N.R.)
- R-1244 January 29 — Approving the changes in the automatic protection at the crossing of the C.N.R. and Park Street, City of Brockville, Ont. at mileage 125.15 Kingston Subd.
- R-1245 January 29 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 311, in Giroux, Man., mileage 118.22 Sprague Subd. and to relocate the reflectorized crossing signs to another crossing of a public road and their railway at mile 13.85 Rhein Subd., Sask.
- R-1246 January 29 — Approving revised Appendix "A" and Supplements Nos. 8, 9 and 10 to Traffic Agreement between The Bell Telephone Company of Canada and La Cie de Telephone de Disraeli.

- R-1247 January 29 — Requiring the Town of Orillia Ont. to improve the sight lines at the crossing of the C.N.R. and Couchiching Point Road, at mileage 87.92 Newmarket Subd.
- R-1248 January 29 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Provincial Highway No. 43, Alta., at mileage 30.65 Sangudo Subd.
- R-1249 January 29 — Requiring the C.N.R. to relocate the reflectorized signs from the crossing of Millcove Road and their railway at mileage 8.58 Souris Subd., P.E.I. to another crossing at mileage 0.70 Fergus Town Spur, which commences at mileage 46.31 Fergus Subd., Ont.
- R-1250 January 29 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Floral Park Road, Township of Rama, Ont., at mileage 96.52 Newmarket Subd.
- R-1251 January 29 — Amending Order 113143 which authorized the Township of South Easthope, Ont. to improve the crossing of the Township Road and the C.N.R. between Lots 30 and 31, Concession 1, at mileage 84.11 Guelph Subd. (formerly Brampton Subd.)
- R-1252 January 29 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Provincial Highway No. 5, near Battleford, Sask. at mileage 2.69 Battleford Subd.
- *R-1253 January 29 — Authorizing the C.P.R. to construct and maintain a branch line of railway approximately 11.4 miles in length commencing at mileage 50.74 Neudorf Subd., at SW1/4-15-16-31 to SW1/4-27-17-30 WPM, in the R.M. of Rocanville Sask.; to construct a west wye connection; to construct the line at grade across Municipal roads at mileages 0.28, 0.68, 1.70, 2.70, 3.74, 5.40, 6.68, 6.98, 8.25, 9.56, 9.85 of the branch line; to construct a road diversion and to close the road allowance at mileage 5.29 and to construct the line across the unopened road allowance at mile 8.30 (See page 63, 58 R.T.C.)
- R-1254 January 29 — Amending Order R-492 which authorized the British Columbia Department of Highways to construct a pedestrian walkway across and under the C.P.R., at mileage 19.72 Rossland Subd., B.C.
- R-1255 January 29 — Amending Order 125249 which authorized the Alberta Department of Highways to widen Highway No. 345X where it crosses the C.N.R. between the SE1/4-4-51-16-W4M and the NW1/4-33-50-16-W4M, County of Beaver No. 9, Alta. at mileage 8.28 Haight Subd.

- R-1256 January 29 - Authorizing the Quebec Department of Roads to relocate Highway No. 52 across the C.N.R., Parish of St-Bernard-de-Lacolle, County of St. Jean, P.Q. from mileage 2.31 to mileage 2.38 Valleyfield Subd.; requiring the Railways to install automatic protection at the said crossing and to close the existing crossing at mileage 2.31.
- R-1257 January 29 - Approving the location of the proposed additional diesel fuel oil bulk storage and transfer facilities of the C.N.R. at Capreol, Ont. near mileage 0.0 Ruel Subd.
- R-1258 January 29 - Approving the location of the proposed new 14' x 28' office building and flammable liquid bulk marketing plant of Imperial Oil Limited, at Leader, Sask., near mileage 88.31 Empress Subd. C.P.R.
- R-1259 January 29 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and the access road to Neepawa, Man. at mileage 60.50 Minnedosa Subd.
- R-1260 January 29 - Approving the location of the proposed ammonium nitrate storage facility of Wetaskiwin Co-operative Association Limited at Wetaskiwin, Alta. near mileage 57.1 Leduc Subd. C.P.R.
- R-1261 January 29 - Authorizing the C.N.R. to operate their engines, cars and trains under the dual overhead bridges carrying Highway No. 15 across and over their right of way and tracks, City of Giffard, County of Quebec, P.Q. at mileage 2.59 Murray Bay Subd.
- R-1262 January 29 - Authorizing the C.N.R. to remove the station agent and the station building at Bradalbane, P.E.I. at mileage 28.0 Kensington Subd.
- R-1263 January 29 - Approving the reconstruction of the crossing of the Municipal Road and the C.P.R., R.M. of Martin No. 122, Sask., mileage 98.77 Broadview Subd. between the NW1/4-35-14 and the SE1/4-1-15-33-WPM.
- R-1264 January 29 - Approving the location of the proposed diesel fuel oil bulk storage and transfer facilities of the C.P.R. at Brandon, Man. near mileage 132.23 Carberry Subd.
- R-1265 January 29 - Authorizing the Township of Chinguacousy, Ont. to construct Terra Cotta Road across the C.N.R. in Lot 28, Concession 6, WHS, at mileage 30.88 Beeton Subd. and requiring the Railways to close the existing crossing at mileage 31.00.

- *R-1266 January 30 - Authorizing a limitation of liability in respect of proposed publication by the Canadian Freight Association (Western Lines), of rates on Copper Concentrates from Tadanac (Trail), B.C. to New Westminster, B.C. for export. (See page 34, 58 R.T.C.)
- *R-1267 January 30 - Authorizing a limitation of liability in respect of proposed publication by the Ontario Northland Railway, of rates on Copper Concentrates from Temagami, Ontario to Baltimore, Maryland for export. (See page 35, 58 R.T.C.)
- R-1268 January 30 - Authorizing the C.N.R. to operate their engines, cars and trains over the diversion of the Avonlea Subd. between mileages 84.10 and 86.10, R.M. of Moose Jaw No. 161, Sask.
- R-1269 January 30 - Authorizing the M.D. of Rocky View No. 44, Alta. to improve vision where the Municipal Road crosses the C.P.R. at mileage 26.61 Langdon Subd. and the C.N.R. at mileage 97.07 Three Hills Subd. north of Sec. 21-27-26-W4M.
- R-1270 January 30 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and St. Claude Road, in the Municipal Parish of St. Bernard de Lacolle, P.Q. at mileage 3.43 Valleyfield Subd.
- R-1271 January 30 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Midland Road near Chipman, N.B. at mileage 51.4 Napadogan Subd.
- R-1272 January 30 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Huron County Road No. 12, Village of Brussels, Ont. at mileage 18.69 Kincardine Subd.
- R-1273 January 30 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and St. Louis Road, Parish of St. Omer, P.Q. at mileage 39.72 Cascapedia Subd.
- R-1274 January 30 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and "chemin de la Grande Ligne", Parish of St. Timothee, County of Laviolette, P.Q. at mileage 2.20 Linton Subd.
- R-1275 January 30 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and St. Thomas Range Road, Parish of Ste. Thecle, County of Laviolette, P.Q., at mileage 68.11 La Tuque Subd.
- R-1276 January 30 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and 3rd Avenue, City of Charlesbourg, P.Q. at mileage 3.58 St. Raymond Subd.

- R-1277 January 30 - Authorizing the British Columbia Department of Highways to construct an overhead bridge to carry Highway No. 95 across and over the C.P.R., at Golden B.C. eliminating an existing crossing at mileage 165.8 Windermere Subd. and requiring the Railway to close the existing crossing and to remove the automatic protection therefrom.
- R-1278 January 30 - Authorizing the City of Peterborough, Ont. to widen Reid Street where it crosses the C.N.R., at mileage 64.03 Campbellford Subd.; requiring the Railways to relocate the existing signals and to modernize the automatic protection at the said crossing.
- R-1279 January 30 - Authorizing the C.N.R. to relocate the reflectorized signs from crossings of their railway at mileages 11.22 and 12.02 Welland Subd. to other crossings at Robinson Street and Young Street, mileages 7.31 and 7.39 Simcoe Subd. (Port Dover Branch) Town of Simcoe, Ont.
- R-1280 January 30 - Amending Order 120304 which authorized the Alberta Department of Highways to construct a road diversion between old Highway No. 2 and Highway No. 2 in Sec. 31-73-7-W5M to eliminate old Highway No. 2 crossing at mileage 176.1 Slave Lake Subd. and to construct a road diversion between 11th Street and Canyon Creek Access Road to eliminate the crossing at mileage 177.2 Slave Lake Subd. N.A.R.
- R-1281 January 30 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and the N.S. Municipal District Road at mileage 54.91 Edson Subd. in the SE1/4-18-53-5-W5M, M.D. of Stony Plain No. 84, Alta.
- R-1282 January 30 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Daniel Road, Village of St. Georges, County of Lavolette, P.Q. at mileage 19.35 Piles Subd.
- R-1283 January 30 - Authorizing the Township of Mountain, Ont. to reconstruct the Township Road where it crosses the C.P.R. in Lot 14, Concession 6, at mileage 92.97 Winchester Subd.
- R-1284 January 30 - Authorizing the City of Medicine Hat, Alta. to reconstruct and widen the intersection of 7th Avenue and Spencer Street where they cross the C.P.R. at mileage 0.77 Medicine Hat Industrial Spur.; requiring the City and the Railway to provide automatic protection at the said crossing by means of installing traffic signals and pre-empting circuits on the railway.
- R-1285 January 30 - Declaring the crossing of the C.P.R. and Sapiniere Road, Mun. of the Village of Val David, P.Q. at mileage 39.74 Ste. Agathe

Subd. to be a public crossing; authorizing the Quebec Department of Roads to reconstruct Sapiniere Road crossing and requiring the Railway to install automatic protection at the said crossing.

- R-1286 January 30 - Approving Supplement No. 1 to Service Station Contract between The Bell Telephone Company of Canada and The Commissioners for the Municipality of the Township of St. Vincent (operating the St. Vincent Municipal Telephone System).
- R-1287 January 30 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Brassard Street, City of Roberval, P.Q. mileage 11.40 Roberval Subd.
- R-1288 January 30 - Approving the location of the proposed ammonium nitrate storage facility of the Portage La Prairie Consumers Co-operative Limited at MacGregor, Man. near mileage 77.77 Carberry Subd. C.P.R.
- R-1289 January 30 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Provincial Highway No. 24, 2.7 miles east of Burford, Ont. at mileage 6.7 Burford Subd.
- R-1290 January 30 - Authorizing the C.N.R. to remove the station agent at St. Anaclet, P.Q. provided a resident caretaker is appointed, and dismissing application to remove the station.
- R-1291 January 30 - Approving the location of the proposed new 12' by 12' office building and existing flammable liquid tank truck transfer facilities of Imperial Oil Limited, at Moosomin, Sask. C.P.R.
- R-1292 January 30 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Kennedy Road, in Brampton, Ont. at mileage 14.32 Halton Subd.
- R-1293 January 30 - Authorizing the City of Peterborough, Ont. to widen Park Street where it crosses the C.N.R. at mileage 0.32 Peterborough Industrial Spur and requiring the Railways to revise and relocate the automatic protection at the said crossing.
- R-1294 January 30 - Approving and authorizing the restricted clearances at the Ferrosilicon Crusher House on the siding serving the Dominion Magnesium Limited which connects with the C.P.R. Chalk River Subd. at mileage 67.33, Lot 20, Concession 5, Township of Ross, Ont. provided signs indicating less-than-standard side clearances are erected.

- R-1295 January 30 - Authorizing the C.P.R. to operate its freight trains over the crossing of its railway and the C.N.R. at mileage 91.36 MacTier Subd. at Medonte, Ont., at a speed not exceeding fifty miles per hour.
- R-1296 January 30 - Approving the changes in the automatic protection at the crossing of the C.N.R. and County Road No. 8, east of Morrisburg, Ont. at mileage 89.80 Kingston Subd.
- R-1297 January 30 - Approving Supplement No. 1 to Service Station Contract between The Bell Telephone Company of Canada and the McKillop Municipal Telephone System (Clinton Exchange).
- R-1298 January 30 - Approving Supplement No. 1 to Service Station Contract between The Bell Telephone Company of Canada and the McKillop Municipal Telephone System (Seaforth Exchange).
- R-1299 January 30 - Approving the location of the proposed additional and re-arranged bulk storage and transfer facilities of Imperial Oil Limited at Tribune, Sask. near mileage 6.03 Tribune Spur, Bromhead Subd. C.P.R.
- R-1300 January 30 - Approving the changes in the automatic protection at the crossing of the C.N.R. and Victoria Ave., Hamilton, Ont. at mileage 0.55 N. and N.W. Spur, off mile 43.38 Grimsby Subd.
- R-1301 January 30 - Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Ottawa Valley Fuels Limited, at Pembroke, Ont. near mileage 0.91 Pembroke Town Spur. C.N.R.
- R-1302 January 30 - Approving Appendix "A" to Traffic Agreement between The Bell Telephone Company of Canada and Le Telephone de St-Evariste Inc.
- R-1303 January 30 - Approving Appendix "A" to Traffic Agreement between The Bell Telephone Company of Canada and Le Telephone du Nord de Quebec Inc.
- R-1304 January 30 - Authorizing the City of Moose Jaw, Sask. to widen 9th Avenue Northwest, where it crosses at grade the "K" spur of the C.P.R. which commences at mileage 0.62 Outlook Subd.
- R-1305 January 30 - Authorizing the C.N.R. and the C.P.R. to operate their engines, cars and trains under the overhead bridge carrying Highway No. 2 over their tracks, in Lot 9, Concessions A and B. Township of Hamilton, Ont. at mileage 261.87 Kingston Subd. C.N.R. and mileage 132.82 Belleville Subd. C.P.R.

- R-1306 January 30 - Approving the changes to the automatic protection at the crossing of the C.N.R. and Highway No. 502, in Napanee, Ont. at mileage 199.76 Kingston Subd.
- R-1307 January 30 - Authorizing the Township of Elderslie, Ont. to widen to 32 feet the Township Road where it crosses the C.N.R. between Concessions 2 and 3, at mileage 37.48 Owen Sound Subd.
- R-1308 January 30 - Approving for a further period expiring March 15, 1969, the location of the temporary unloading facilities for anhydrous ammonia of the Double A Fertilizer Service Limited, at Coalhurst, Alta. C.P.R.
- R-1309 January 30 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Highway No. 4, West of St. Thomas, Ont. at mileage 2.61 Chatham Subd.
- R-1310 January 31 - Authorizing the Quebec Department of Roads to construct a pedestrian subway across and under the C.P.R. in the Municipality of the Village of Pont-Rouge, County of Portneuf, P.Q. at mileage 134.8 Quebec Subd.
- R-1311 January 31 - Exempting the C.P.R. from erecting and maintaining right of way fences on the south side of its Glenboro Subd. Man. between mileages 79.0 and 79.3.
- R-1312 January 31 - Imposing a speed restriction of ten miles per hour on trains at the crossing of trunk Highway No. 47 and the C.P.R. at mileage 24.62 Kisbey Subd., Stoughton Sask.
- R-1313 January 31 - Authorizing the removal of the speed limitation at the crossing of the Q.C.R. and the public road, near St. Bruno, P.Q. at mileage 93.44 Vallee Subd.
- R-1314 January 31 - Authorizing the C.N.R. to replace the pile trestle over Junction Creek with three ten foot culvert pipes, Township of Garson, District of Sudbury, Ont. at mileage 264.00 Bala Subd.
- R-1315 January 31 - Authorizing the C.N.R. to remove the station agent at L'Epiphanie, P.Q. provided a resident on-hand representative is appointed.
- R-1316 January 31 - Authorizing the County of Lacombe No. 14, Alta. to construct the County Road across the C.P.R. between the NW1/4 of Sec. 28 and the NE1/4-29-40-24-W4M, at mileage 91.85 Lacombe Subd. and to improve the sight lines, and requiring the Railway to close the existing crossing at mileage 91.76.
- R-1317 January 31 - Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying Provincial Highway No. 1 (Portage la Prairie By-Pass) over their tracks, in Lot

127, Parish of Portage la Prairie, Man. mileage 52.74 Rivers Subd.

- R-1318 January 31 - Approving the location of the proposed new station to be erected by the C.P.R. off Dever Road and between Bathurst Containers Limited and Dexter Construction Company Limited, north of the main line, in Saint John, N.B.
- R-1319 January 31 - Approving and authorizing the overhead and side clearances on the siding serving Horne and Pitfield Foods Limited, which commences at chainage 7 + 40.9 on the Industrial Spur, off mileage 49.23 Peace River Subd., Town of Peace River, Alta., provided signs indicating less than standard overhead and side clearances are erected.
- R-1320 January 31 - Authorizing the C.P.R. to operate its freight trains over the crossing of its railway and the C.N.R. at mileage 44.6 MacTier Subd. at Alliston, Ont. at any speed not exceeding fifty miles per hour.
- R-1321 January 31 - Approving Appendix "A" and Supplement No. 11 to Traffic Agreement between The Bell Telephone Company of Canada and Telecommunications Richelieu Limited (Division de St-Hyacinthe).
- R-1322 January 31 - Amending Order R-568 which authorized the Township of Albion Ont. to reconstruct the Township Road where it crosses the C.P.R. and the C.N.R. between Concessions 8 and 9, in Lot 26, mileage 31.31 MacTier Subd., C.P.R. and mileage 50.75 Beeton Subd., C.N.R.
- R-1323 January 31 - Amending Order R-715 which required the C.N.R. to reconstruct their bridge near Chelan, Sask. at mileage 36.9 Chelan Subd.
- R-1324 January 31 - Authorizing the C.P.R. to operate its freight trains over the crossing of its railway and the C.N.R. at mileage 58.09 MacTier Subd. at Essa South, Ont. at any speed not exceeding fifty miles per hour.
- R-1325 January 31 - Approving the changes to the automatic protection at the crossing of the C.N.R. and Highway No. 61 west of Amos, P.Q. at mileage 43.99 Taschereau Subd.
- R-1326 January 31 - Authorizing the C.P.R. to construct a siding to serve Imperial Oil Limited across an unopened lane in the City of Lethbridge, Alta. mileage 101.93 Sterling Subd.
- R-1327 January 31 - Authorizing the British Columbia Department of Highways to construct Road No. 142 across the C.P.R. at mileage 24.58 Shuswap Subd.
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- R-1328 January 31 - Authorizing the R.M. of Lawtonia No. 135, Sask. to widen the Municipal Grid Road where it crosses the C.P.R. at mileage 73.95 Shamrock Subd. in the NE1/4-26-13-9-W3M.
- R-1329 January 31 - Authorizing the Perth and District Collegiate Institute Board to construct a storm sewer outlet on the C.P.R., Town of Perth, Ont. at mileage 11.7 Belleville Subd.
- R-1330 January 31 - Approving the changes in the automatic protection at the crossing of the C.N.R. and Highway No. 47, at Goodwood, Ont. at mileage 35.30 Uxbridge Subd.
- R-1331 January 31 - Authorizing the C.P.R. to operate its engines, cars and trains on the siding serving Alpine Development Corporation Limited, which crosses Fourth Avenue in the City of Regina, Sask.
- R-1332 January 31 - Authorizing the C.N.R. to operate their engines, cars and trains under the reconstructed overhead bridge carrying Waverly Road over their tracks between Lots 13 and 14, Broken Front Concession, Township of Darlington, Ont. at mileage 291.50 Kingston Subd.
- R-1333 January 31 - Approving the crossing of Circle Drive and the Lorne Avenue Lead of the C.N.R., City of Saskatoon, Sask. at mileage 0.41.
- R-1334 January 31 - Amending Order 125387 which authorized the United Counties of Northumberland and Durham, to reconstruct and improve the subway carrying County Road No. 4 (Liberty Street) across and under the C.P.R., Town of Bowmanville, Ont. mileage 163.58 Belleville Subd.
- R-1335 February 2 - Authorizing the Consumers' Gas Company to construct a 6 5/8" gas pipeline under the C.N.R., east of Ontario Street and south of Carleton Street, in the City of St. Catharines, Ont.
- *R-1336 February 2 - Authorizing the C.N.R. to open for the carriage of traffic their Bruce Lake branch line approximately 68 miles long commencing at mileage 50.3 Reddit Subdivision, near Amesdale, Ont. and ending, in the vicinity of Bruce Lake. (See page 66, 58 R.T.C.)
- R-1337 February 6 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and the East-West County Road, north of Penhold, Alta., at mileage 84.26 Red Deer Subd.
- R-1338 February 6 - Requiring the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Garner Road, City of Niagara Falls, Ont., at mileage 4.72 Welland Subd. to another crossing at Buttery Street, at mileage 0.47 Grimsby Subd.

- R-1339 February 6 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Montee de Liesse, near Montreal, P.Q., at mileage 2.69 Montfort Subd.
- R-1340 February 6 - Requiring the Grand River Railway (C.P.R.) to install automatic protection at the crossing of its railway and Township Road No. 19, Township of Waterloo, Ontario, at mileage 7.64 Waterloo Subd.
- R-1341 February 6 - Authorizing the removal of the speed limitation at the crossing of the British Columbia Hydro and Power Authority and Marshland Avenue, in Burnaby, B.C., at mileage 13.86 Vancouver Subd.
- R-1342 February 6 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Highway 5 and 6, in Watson, Sask., at mileage 29.18 Melfort Subd., and to relocate the reflectorized signs from the said crossing to another crossing of a public road at mileage 0.63 Wishart Subd.
- R-1343 February 6 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Broadway Avenue North, Town of Montreal East, P.Q., at mileage 0.55 Leduc Boulevard Spur, Longue Pointe Subd.
- R-1344 February 6 - Authorizing the C.N.R. to remove the caretaker and the shelter at Eel River, N.B., at mileage 159.9 Newcastle Subd.
- R-1345 February 6 - Authorizing the Townships of Clarke and Darlington, Ont., to widen the East Town Line Road where it crosses the C.P.R. at mileage 160.65 Belleville Subd. between Lot 35, Concession 3, Township of Clarke, and Lot 1, Concession 1, Township of Darlington, and requiring the Railway to install automatic protection at the said crossing.
- R-1346 February 6 - Requiring the C.P.R. to relocate the said reflectorized signs from the crossing of the highway and its railway at mileage 28.03 Webbwood Subd. Ont., to another crossing at mileage 1.47 Thessalon Town Spur, which commences at mileage 82.61 Thessalon Subd.
- R-1347 February 6 - Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Lanigan Subd., Sask.
- R-1348 February 7 - Amending Order 124419 which authorized improvements to the automatic protection at the crossing of the C.N.R. and Highway No. 28A, near Mallaig, Alta., mileage 6.76 Bonnyville Subd.

- R-1349 February 7 - Requiring the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Old Onondaga Road, Township of Onondaga, Ont., at mileage 69.53 Dunnville Subd. to another crossing at mileage 1.75 Humberstone Subd., Township of Humberstone.
- R-1350 February 7 - Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and Provincial Highway No. 36, at mileage 27.94, Gravelbourg Subd., to another crossing of the highway at mileage 3.30 Gravelbourg Subd., Sask.
- R-1351 February 7 - Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and Provincial Road No. 415, St. Laurent, Man., mileage 53.11 Oak Point Subd. to another crossing of a public road at mileage 9.42 Rhein Subd., Sask.
- R-1352 February 7 - Approving the changes in the automatic protection at the crossing of the C.N.R. and High Road, in Kelowna, B.C., at mileage 118.0 Okanagan Subd.
- R-1353 February 7 - Repealing sections 6 and 7 of Order 115286 which authorized the Quebec Department of Roads, to construct an overhead bridge to carry Grand Brule Road across and over the C.N.R., in the Municipality of Mont St. Hilaire, P.Q., at mileage 52.30 Hyacinthe Subd.
- R-1354 February 7 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and the Causapscal-Albertville Road, in the Town of Causapscal, P.Q., at mileage 47.84 Mont Joli Subd. in lieu of the existing signals.
- R-1355 February 7 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 267 near Sifton, Man., at mileage 13.36 Cowan Subd. and to relocate the existing reflectorized signs to another crossing of a public road at mileage 2.55 Cowan Subd.
- R-1356 February 7 - Amending Order 122110 which authorized the C.N.R. to improve the automatic protection at the crossing of their railway and Highway No. 38 in Laval sur le Lac, P.Q. at mileage 9.28 Montfort Subd.
- R-1357 February 7 - Authorizing the Twp. of Wolford Ont. to widen Twp. Road (High Bridge Crossing) where it crosses the C.P.R., at mileage 9.75 Brockville Subd. and requiring the Railway to install automatic protection at the said crossing and imposing a speed restriction of 15 miles per hour on rail traffic over the said crossing.

- R-1358 February 7 - Authorizing the C.N.R. to remove the station agent at Transcona, Man.
- R-1359 February 7 - Authorizing the Newfoundland Department of Highways to construct an overhead bridge to carry relocated Trans-Canada Highway across and over the C.N.R. south of Exploits River, Nfld., at mileage 264.02 Clarendville Subd.
- R-1360 February 7 - Amending Order 123228 which authorized improvements to the vision at the crossing of the C.P.R. and the Twp. Road, between Lots 10 and 11, Concession 6, Township of Aubrey, District of Kenora, Ont., at mileage 73.2 Ignace Subd.
- R-1361 February 7 - Requiring the New York Central System to install automatic protection at the crossing of its railway and Villanova Road, Township of Townsend, Ont., at mileage 63.25 Main Line Subd. in lieu of the existing crossing protection.
- R-1362 February 7 - Authorizing the Twp. of Mersea Ont. to widen Jones Side Road where it crosses the Chesapeake and Ohio Railway Company, at mileage 41.26 No. 1 Subd. between Lots 232 and 233, Twp. of Mersea and requiring the Railway to install automatic protection at the said crossing.
- R-1363 February 7 - Requiring the C.P.R. to improve the protection at the crossing of its railway and 42nd Avenue southeast, City of Calgary, Alta. at mileage 2.01 MacLeod Subd.
- R-1364 February 7 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 880, in Havelock, N.B., at mileage 11.94 Havelock Subd.
- R-1365 February 7 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and La Colline Boulevard, Town of Loretteville, County of Chauveau, P.Q. at mileage 7.83 St. Raymond Subd.
- R-1366 February 7 - Authorizing the Township of Darlington, Ontario to widen the Second Concession Road, where it crosses at the C.P.R. at mileage 160.82 Belleville Subd. in Lot 1, between Concessions 1 and 2, and requiring the Railway to install automatic protection at the said crossing.
- R-1367 February 7 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 3A in Salaberry-de-Valleyfield, P.Q. at mileage 1.00 CIL Spur which junctions with the Valleyfield Subd. at mileage 41.44.

- R-1368 February 7 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Chemin du 6^e Rang, in the Municipality of St. Faustin, County of Terrebonne, P.Q. at mileage 59.88 Ste Agathe Subd.
- R-1369 February 7 — Authorizing the Municipality of Front of Leeds and Lansdowne, Ont. to construct a diversion road south of the C.N.R.s' right-of-way, Village of Lansdowne, between Prince Street and King Street, eliminating the crossing of King Street and the C.N.R. at mileage 146.38 Kingston Subd; requiring the Railways to close the existing crossing.
- R-1370 February 7 — Authorizing the Southwest Potash Corporation of Canada to work the mines or minerals, or any of the works connected therewith, adjacent to the right-of-way of the C.P.R. in the SE1/4-35-22-1-W2M to the south boundary of SEC-23-22-1-W2M Sask., between mileage 0.0 and mileage 2.55 of the Bredenbury Southerly Branch Line.
- R-1371 February 7 — Authorizing the Quebec Department of Roads to construct an overhead bridge to carry Metropolitan Boulevard across and over C.N.R., Town of Montmorency, P.Q., mileage 5.11 Murray Bay Subd.
- R-1372 February 7 — Authorizing the National Capital Commission to construct an overhead bridge to carry Belfast Road across and over the joint right of way and tracks of the C.N.R. and C.P.R. in Ottawa, Ont., at mileage 3.57 Ottawa Subd., and approving the less than standard temporary overhead clearance.
- R-1373 February 7 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and St. Emile Public Road, near Loretteville Station, P.Q. mileage 8.31 St. Raymond Subd.
- R-1374 February 7 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the Highway, in St. Jovite, P.Q. mileage 65.08 Ste Agathe Subd.
- R-1375 February 7 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the Highway, Sask., at mileage 20.5 Maple Creek Subd., Sask.
- R-1376 February 7 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Fourth Avenue in Sudbury, Ont., mileage 75.40 Cartier Subd.
- R-1377 February 7 — Approving the location of three flammable liquid storage tanks and existing tank truck transfer facilities of Imperial Oil Limited, at Ceylon, Sask., near mileage 15.8 Bengough Subd. C.N.R.

- R-1378 February 7 - Requiring the Township of Plummer Additional Ont. to improve the vision at the crossing of the C.P.R. and Hern Road, at mileage 92.07 Thessalon Subd.
- R-1379 February 7 - Approving the location of the proposed flammable liquid bulk storage and transfer facilities of the C.N.R. at Toronto, Ontario, near mileage 23.7 York Subd.
- R-1380 February 7 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Argyle Street, in Provost, Alta., mileage 76.03 Hardisty Subd.
- R-1381 February 7 - Rescinding authority of Order 107012 which approved the location of the proposed bulk storage facilities for Class II flammable liquids of Imperial Oil Limited at Markdale, Ontario, at mileage 44.0 Owen Sound Subd. C.P.R.
- R-1382 February 7 - Rescinding authority of Order 113920 and approving the portion of the flammable liquid tank car transfer facilities of the Irving Oil Company Limited located on the railway right of way at Trenton, Nova Scotia, near mileage 1.5 Trenton Spur, Hopewell Subd. C.N.R.
- R-1383 February 7 - Authorizing the British Columbia Department of Highways to construct a temporary detour of the North Thompson Highway B.C. across the C.N.R. mileage 24.30 Clearwater Subd. and requiring the Railways to close the said temporary crossing.
- R-1384 February 7 - Approving the location of the proposed ammonium nitrate storage facility of the Lloydminster and District Agricultural Co-operative Limited, Neilburg, Sask., near mileage 57.1 Lloydminster Subd. C.N.R.
- R-1385 February 7 - Approving the Revised Appendix "A" to Traffic Agreement between The Bell Telephone Company of Canada and Quebec-Telephone (Region de Kamouraska).
- R-1386 February 7 - Approving the Revised Appendix "A" to Traffic Agreement between The Bell Telephone Company of Canada and Quebec-Telephone (Division de l'Est).
- R-1387 February 7 - Approving the location of the proposed 14' x 28' office building and existing flammable liquid tank truck transfer facilities of Imperial Oil Limited, Blaine Lake, Sask., near mileage 64.16 Blaine Lake Subd. C.N.R.
- R-1388 February 7 - Approving the relocation of the flammable liquid tank car unloading facilities of Imperial Oil Limited at Foam Lake, Sask., near mileage 83.4 Wynyard Subd. C.P.R.

- R-1389 February 7 - Authorizing the City of Sudbury, Ont. to reconstruct Barry-downe Road where it crosses the C.N.R. at mileage 2.55 Sudbury Terminal Subd., and requiring the Railways to relocate and revise the existing protection at the said crossing.
- R-1390 February 7 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the first crossing east of the Village of Uno, Man., mileage 186.92 River Subd.
- R-1391 February 7 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Carrville Road, Twp. of Markham, Ont., mileage 19.5 Bala Subd.
- R-1392 February 7 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Provincial Highway No. 16, Edson, Alta. mileage 128.68 Edson Subd.
- R-1393 February 7 - Authorizing the Toronto and York Roads Commission to construct a subway to carry Bayview Avenue (County Road No. 34) across and under the C.N.R. Twp. of Markham, Ont. mileage 23.77 Bala Subd. eliminating the existing crossing at grade; authorizing the Railways to construct a temporary deviation of their railway and upon completion of the subway to relocate their track to their permanent location over the said subway and to remove the said temporary track diversion.
- R-1394 February 7 - Exempting the C.P.R. from erecting and maintaining right-of-way fences on both sides of its Bredenburg Subd. between mileage 18.39 and mileage 19.5, Man.
- R-1395 February 7 - Requiring the C.P.R. to relocate the reflectorized signs from the crossing of its railway and Provincial Road No. 217, in Arnaud, Man., mileage 45.88 Emerson Subd. to another crossing at Taylor Avenue, in the Town of Selkirk, Man., and north leg of wye, which commences at mileage 22.01 Winnipeg Beach Subd.
- R-1396 February 7 - Authorizing the C.P.R. to operate its engines, cars and trains on an extension of its industrial track which crosses Ormont Drive at chainage 57 + 54.55 off mileage 8.57 MacTier Subd., Borough of North York, Ontario, and on siding serving Hogg Dawes Laboratories Ltd., which crosses Ormont Drive at chainage 58 + 68 of the said industrial track.
- R-1397 February 7 - Approving the changes in the automatic protection at the crossing of the C.N.R. and Millen Road east of Stoney Creek, Ont. at mileage 35.87 Grimsby Subd.

- R-1398 February 7 - Authorizing the Town of Grand Falls, Nfld. to construct Scott Avenue across the Grand Falls Central Railway Company Limited, at mileage 0.06 of the said spur.
- R-1399 February 7 - Approving the changes in the automatic protection at the crossing of the C.N.R. and Bennett Road east of Bowmanville, Ontario, mileage 289.08 Kingston Subd.
- R-1400 February 7 - Authorizing the C.N.R. to reconstruct a bridge over Tourville River, Twp. of Rochebaucourt, P.Q. mileage 16.6 Kiask Falls Subd.
- R-1401 February 7 - Approving the changes to the automatic protection at the crossing of the C.P.R. and the highway, Marathon, Ont., mileage 62.88 Heron Bay Subd.
- R-1402 February 7 - Amending Order 113826 which authorized the Quebec Department of Roads to widen the crossing and improve the approach grades where St. Georges Road, in Ste Thecle, P.Q. crosses the C.N.R. at mileage 15.77 Linton Subd.
- R-1403 February 7 - Approving the changes to the automatic protection at the crossing of the C.N.R. and Rose de Lima Street, City of Montreal, P.Q. mileage 0.42 Bonaventure Spur.
- R-1404 February 7 - Authorizing the C.N.R. to operate their engines, cars and trains over the diverted portion of the Oakland Subd., between mileages 11.89 and 12.70, which crosses the east access road, east of the northeast quarter of Section 20-13-7, WPM Man., mileage 12.03 Oakland Subd. and over the bridge over the Portage Diversion Channel, mileage 12.24.
- R-1405 February 8 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Huron County Road No. 3, Village of Brucefield, Ont., mileage 39.10 Exeter Subd.
- R-1406 February 8 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Broadway Avenue, Town of Montreal East, P.Q. mileage 1.19 Dobell Spur, Longue Pointe Subd., and authorizing the Town of Montreal East to connect and synchronize the traffic signals at the intersection of Broadway Avenue and Sherbrooke Street, with the said automatic crossing protection.
- R-1407 February 8 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Ashburnham Drive, City of Peterborough, Ont., mileage 117.07 Havelock Subd.
- R-1408 February 8 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Northwest Bay Road in Nanoose,

B.C., mileage 86.9 Victoria Subd. and to relocate the reflectorized signs to another crossing of a public road at mileage 2.04 Willcox Spur, which commences at mileage 69.65.

- R-1409 February 8 - Approving the changes in the automatic protection at the crossing of the C.N.R. and Bonaventure Road north of Charlesbourg, P.Q. mileage 5.80 St. Raymond Subd. (formerly Batiscan Subd.)
- R-1410 February 8 - Exempting the C.N.R. from the application of section 53(1) of General Order E-14 provided that no engines or trains clear the main track at the siding at mileage 16.37 Bala Subd.
- R-1411 February 8 - Authorizing the Municipality of Chapleau, Ont. to widen Planer Road where it crosses the C.P.R., at mileage 0.69 White River Subd., and requiring the Railway to install automatic protection at the said crossing.
- R-1412 February 8 - Approving the changes in the automatic protection at the crossing of the C.N.R. and Range 3 & 4 Road, Lemieux, P.Q. mileage 60.80 Drummondville Subd.
- R-1413 February 8 - Authorizing the Township of Wainfleet, Ontario to widen Moore Road where it crosses the New York Central System at mileage 23.03 NF Main Line Subd. and requiring the Railway to install automatic protection in lieu of the existing protection.
- R-1414 February 8 - Amending Order 124667 which authorized the reconstruction of Orford Lake Road where it crosses the C.P.R., in the Municipality of the Village of Eastman, County of Brome, P.Q. mileage 94.03 Sherbrooke Subd. and the installation of automatic protection.
- R-1415 February 8 - Requiring the C.N.R. to relocate the reflectorized signs from the crossing of DeWitt Road and their railway at mileage 35.32 Grimsby Subd. to another crossing at John Street, Georgetown, Ont., mileage 25.71 Beeton Subd.
- R-1416 February 8 - Approving the changes to the automatic protection at the crossing of the C.P.R. and Huron Street, City of Sault Ste Marie, Ont., mileage 132.58 Thessalon Subd.
- R-1417 February 8 - Authorizing the Crerar and North West Gibbons Local Roads Board to reconstruct the Twp. Road where it crosses the C.N.R., District of Nipissing, Ont., at mileage 103.72 Alderdale Subd.

- R-1418 February 8 - Approving the Revised Appendix "A" to Traffic Agreement between The Bell Telephone Company of Canada and Quebec-Telephone (Division de l'Ouest).
- R-1419 February 8 - Approving the location of the proposed warehouse extension and 12940 Imperial gallon Class I flammable liquid storage tank of Imperial Oil Limited at Thompson, Man. near mileage 30.50 Thompson Subd. C.N.R.
- R-1420 February 8 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the Concession Road, Twp. of Garson, Ontario, mileage 263.18 Bala Subd.
- *R-1421 February 9 - Prescribing regulations governing applications to discontinue railway passenger-train service under Section 314I of the Railway Act and subsection (3) of Section 17 of the National Transportation Act, to come into force February 9, 1968. (See page 67, 58 R.T.C.)
- R-1422 February 9 - Approving Supplement No. 16 to Traffic Agreement between The Bell Telephone Company of Canada and the Oxford Telephone Company Limited.
- R-1423 February 9 - Approving Supplement No. 4 and Revised Appendix "A" to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de St-Hubert de Spaulding.
- R-1424 February 9 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway, being the first public crossing north of the station at Three Hills, Alta. mileage 60.16 Three Hills Subd.
- R-1425 February 9 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and St. Clement Street, City of Montreal, P.Q. mileage 8.83 Longue Pointe Subd.
- R-1426 February 9 - Authorizing the C.N.R. to close the crossing of Queen Street and their railway at mileage 5.57 Fonthill Subd. Twp. of Thorold, Ont.
- R-1427 February 9 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Seal Head Road in Corner Brook, Nfld., mileage 405.21 Bishop's Falls Subd.
- R-1428 February 9 - Authorizing the C.N.R. to remove the caretaker at Despinassy, P.Q. mileage 26.3 Kiask Falls Subd.
- R-1429 February 9 - Extending the time within which the N.Y.C. is required to revise the protection at the crossing of its railway and Naylor Side Road (W.S.R. No. 23), Twp. of Maidstone, Ont., mileage 209.34 Main Line Subd.

- R-1430 February 9 — Authorizing the C.P.R. to remove the caretaker at West Bend, Sask., mileage 13.1 Wishart Subd.
- R-1431 February 9 — Amending Order 124291 which required the C.P.R. to install automatic protection at the crossing of its railway and Pickanock Road, Shawville, P.Q., mileage 44.50 Waltham Subd.
- R-1432 February 9 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road at mileage 15.76 Drumbo Subd. Ont.
- R-1433 February 9 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Highway No. 9, at mileage 116.75 Drumheller Subd. Alta.
- R-1434 February 9 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Green's Side Road, Twp. of Saltfleet, Ont., mileage 36.4 Grimsby Subd.
- R-1435 February 9 — Amending Appendix "A" to Order 124575 which authorized the installation of reflectorized signboards at certain highway crossings of the C.N.R. in Canada.
- R-1436 February 12 — Authorizing the C.N.R. to construct their Pellet Spur at grade across Darrell Avenue, City of Fort William, Ont., mileage 0.68 which commences at mileage 2.71 Mission Spur, off mileage 7.78, Kashabowie Subd.
- R-1437 February 15 — Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and English Settlement Road at mileage 237.03 Kingston Subd. to another crossing of their railway and Metcalfe Street, Trenton, Ontario, mileage 30.95 Marmora Subd.
- R-1438 February 15 — Amending Order 121813 which authorized the installation of automatic protection at the crossing of the C.N.R. and Wharf Road, Notre-Dame-du-Lac, P.Q. mileage 50.33 Temiscouata Subd.
- R-1439 February 15 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 261 in Glenella, Man. mileage 64.57 Gladstone Subd. and to relocate the reflectorized signs to the crossing at mileage 15.35 Rhein Subd. Sask.
- R-1440 February 15 — Amending Order R-1099 which authorized the C.N.R. to remove the caretaker and close the station building at Laporte, Sask. mileage 16.4 Mantario Subd.

- R-1441 February 15 — Authorizing the C.N.R. to construct and maintain a second track at grade across John Street, Twp. of Markham, Ontario, mileage 16.37 Bala Subd. and to relocate the existing automatic protection at the said crossing.
- R-1442 February 15 — Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Clergue Street, Kakabeka Falls, Twp. of Oliver, Ontario, mileage 22.59 Kashabowie Subd. to another crossing at mileage 7.37 Rhein Subd. Sask.
- R-1443 February 15 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Highway No. 29, Grenville, P.Q. mileage 30.38 Grenville Subd.
- R-1444 February 15 — Amending Order 124054 which authorized a grant from the Railway Grade Crossing Fund towards the cost of installing automatic protection at the crossing of the Algoma Central Railway and Highway No. 552 at Island Lake, Ontario, mileage 16.25 Soo Subd.
- R-1445 February 15 — Approving the changes in the automatic protection at the crossing of the C.P.R. and Theaker Street, in Provost, Alta. mileage 76.65 Hardisty Subd.
- R-1446 February 15 — Authorizing the C.P.R. to operate its engines, cars and trains over the bridge which carries its track over the Jacques Cartier River and the highway, mileage 134.9 Quebec Subd. at Pont Rouge, P.Q.
- R-1447 February 15 — Authorizing the C.P.R. to close the crossing of its railway and the Municipal Road, R.M. of Chaplin, Sask., mileage 46.1 Swift Current Subd.
- R-1448 February 15 — Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Princetown Rd., at Bradalbane, P.E.I., mileage 27.95 Kensington Subd., to the crossing of their railway and Peel Street, Woodstock, Ontario, mileage 0.28 Hickson Spur which commences at mileage 49.44 Dundas Subd.
- R-1449 February 15 — Approving the changes in the automatic protection at the crossing of the C.N.R. and St. Joseph Road, north of Charlesbourg, P.Q. mileage 5.12 St. Raymond Subd.
- R-1450 February 15 — Approving the location of the proposed 14' x 28' office building of Imperial Oil Limited at Davidson, Sask. near mileage 88.6 Craik Subd. C.N.R.
- R-1451 February 15 — Imposing a speed restriction of 10 miles per hour at the crossing of the Northern Alberta Railways Company and 13th Street, Fairview, Alta. mileage 97.72 Peace River Subd.

- R-1452 February 15 - Exempting the C.N.R. from erecting and maintaining right-of-way fences on both sides of their Prince Albert Pulp Spur which commences at mileage 1.71 Paddockwood Subd. between mileage 0.05 and mileage 8.00 of the said Spur, Sask.
- R-1453 February 15 - Authorizing the Nova Scotia Department of Highways to widen and improve the approach grades where Stewiacke Road crosses the C.N.R. at mileage 25.04 Hopewell Subd. Pictou County, near Lansdowne, Nova Scotia and requiring the Railways to install automatic protection at the said crossing.
- R-1454 February 15 - Amending Order 122723 which authorized the installation of automatic protection at the crossing of the C.N.R. and Durham Road, mileage 95.24 Nashwaak Subd., New Brunswick.
- R-1455 February 15 - Amending Order R-195 which authorized the Township of Glanford to reconstruct the Town Line Road where it crosses the C.N.R. between the Twp. of Glanford, and the Twp. of Seneca, Ontario at mileage 14.0 Hagersville Subd.
- R-1456 February 15 - Authorizing the Nova Scotia Department of Highways to construct overhead bridge No. 2 to carry the Windsor By-Pass Highway across the D.A.R. at Windsor, mileage 33.71 Halifax Subd.
- R-1457 February 15 - Rescinding authority to Order 76756 which approved the proposed location of pipe lines, pumphouse, one(1) 21,000 gallon capacity service storage tank, loading and unloading points for the handling and storage of inflammable liquids Class II of the C.N.R. near their tracks at Vermilion, Alta.
- R-1458 February 15 - Approving the location of the proposed 12' x 24' warehouse extension and 14' x 28' office building of Imperial Oil Limited at Ituna, Sask., near mileage 34.32 Watrous Subd. C.N.R.
- R-1459 February 15 - Approving the location of the proposed additional 14,800 Imperial gallon flammable liquid storage tanks and tank truck transfer facilities of the North of 53 Consumers Co-operative Limited at Flin Flon, Man., near mileage 87.0 Flin Flon Subd. C.N.R.
- R-1460 February 15 - Amending Order 121974 which authorized the installation of automatic protection at the crossing of the C.N.R. and Leonidas Avenue, City of Rimouski, P.Q. mileage 0.56 Rimouski Wharf Spur.

- R-1461 February 15 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the Highway, at Hamiota, Man. at mileage 23.6 Miniota Subd. now mileage 51.47 Miniota Subd.
- R-1462 February 15 — Approving the revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-1463 February 15 — Approving and authorizing the restricted clearances on the private siding of the Bird Machine Company Limited off mileage 0.44 48th Street Lead, which connects with an industrial siding with headblock opposite mileage 6.59 Warman Subd. Saskatoon, Sask. provided signs indicating restricted clearances are erected.
- R-1464 February 15 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Trunk Highway No. 10, Balcarres, Sask. at mileage 24.6 Bulyea Subd.
- R-1465 February 15 — Authorizing the C.N.R. to install automatic protection at the crossing of their railway and 156th Street, Edmonton, Alta. mileage 6.42 "B" line Edmonton West Terminal Subd. and to relocate the reflectorized signs at the said crossing to the crossing at mileage 86.56 Edson Subd.
- R-1466 February 15 — Approving the Plan SP-47-1 revised to December 5, 1967 showing the interlocking "as installed" at the crossing of the C.P.R. and the railway of the Falconbridge Nickel Mines near Falconbridge, Ontario, mileage 6.42 C.P.R.—Falconbridge Branch Line, in lieu of Plan SP-47-1 dated March 31, 1967.
- R-1467 February 15 — Approving the changes to the automatic protection at the crossing of the C.N.R. and the Highway, being the first crossing east of the station at Lac aux Sables, P.Q. mileage 16.65 Grand' Mere Subd. now mileage 23.45 Linton Subd.
- R-1468 February 15 — Authorizing the removal of the speed limitation at the crossing of the railway of the Northern Alberta Railways Company and the highway, mileage 47.27 Grande Prairie Subd. in Grande Prairie, Alta.
- R-1469 February 15 — Authorizing the Metropolitan Corporation of Greater Winnipeg, Man. to widen and reconstruct Bison Drive where it crosses the C.N.R. mileage 3.66 Letellier Subd. in Fort Garry, Man. and requiring the Railways to revise and relocate the existing automatic protection to provide for the additional roadway.
- R-1470 February 15 — Authorizing the C.P.R. to close the crossing of its railway and Cushing Road (Mill Road), City of Saint John, New Brunswick, mileage 1.91 McAdam Subd.

- R-1471 February 15 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying the Northern Trans-Provincial Highway across and over their right of way and tracks near Moricetown, B.C., mileage 22.05 Bulkley Subd.
- R-1472 February 15 – Authorizing the City of Nelson, B.C. to reconstruct Fourth Street where it crosses the C.P.R. in City of Nelson, mileage 135.92 Nelson Subd. and to provide clear view in the southeast and southwest angles.
- R-1473 February 15 – Authorizing the City of Niagara Falls, Ontario to improve the north approach to the crossing where Dorchester Road crosses the C.N.R. mileage 4.39 Grimsby Subd. and requiring the Railways to install automatic protection at the said crossing.
- R-1474 February 15 – Rescinding authority of order 72181 and imposing a speed restriction of 25 miles per hour at the crossing of the C.N.R. and Highway No. 3, Port Colborne, Ontario, mileage 1.09 Humberstone Subd.
- R-1475 February 15 – Authorizing the Department of Indian Affairs and Northern Development to construct an Access Road across the C.P.R. Townsite of Banff, Alta. mileage 80.61 Laggan Subd. and requiring the C.P.R. to close the public crossing at mileage 80.47 Laggan Subd. and to install automatic protection at the crossing at mileage 80.61.
- R-1476 February 15 – Authorizing the C.N.R. to operate their engines, cars and trains over the bridge at mileage 73.3 Skeena Subd. B.C.
- R-1477 February 15 – Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Telephone Rd., located at mileage 32.18 Marmora Subd. to the crossing of their railway and Joseph Street, Trenton, Ontario, mileage 30.80.
- R-1478 February 15 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 480, Laurier, Man. mileage 92.65 Gladstone Subd. and to relocate the reflectorized signs at the said crossing to the crossing at mileage 14.72 Rhein Subd. Sask.
- R-1479 February 15 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Schnares Road, Lunenburg County, Nova Scotia, mileage 4.65 Lunenburg Spur, Chester Subd.
- R-1480 February 15 – Authorizing the C.P.R. to operate its engines, cars and trains over the northerly span of the Rideau River bridge which crosses over the Campus Road of Carleton University, City

- of Ottawa, Ontario, mileage 2.38 Ellwood Subd. (formerly mileage 2.51 Prescott Subd.)
- R-1481 February 15 - Amending Order R-969 which authorized the Municipality of the Parish of St-Mathias de Cabano, P.Q. to construct a road at grade across the C.N.R., at mileage 44.20 Temiscouata Subd. and improve the sight lines.
- R-1482 February 15 - Approving the changes in the automatic protection at the crossing of the C.N.R. and Suburban Road No. 62 north of Guelph Junction, Ontario, mileage 34.02 Fergus Subd.
- R-1483 February 15 - Approving the changes in the automatic protection at the crossing of the C.N.R. and Torbram Road, west of Malton, Ontario, mileage 16.17 Weston Subd.
- R-1484 February 15 - Authorizing the Department of Highways, Nova Scotia to construct and maintain overhead bridge No. 4 to carry Windsor By-Pass Highway across and over the Dominion Atlantic Railway at Windsor, Nova Scotia, mileage 33.06 Halifax Subd.
- R-1485 February 15 - Approving the revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-1486 February 15 - Authorizing the Municipal District of Wainwright No. 61 Alta. to widen the crossing at grade of the Municipal Road across the C.N.R. between Sections 17 and 18, Twp. 44, Range 4, W4M, mileage 126.12 Wainwright Subd. and to improve the vision at the said crossing.
- R-1487 February 15 - Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying Weber Street North across their track, City of Waterloo, Ontario, mileage 4.33 Waterloo Subd. (Elmira Branch).
- R-1488 February 16 - Assessing the cost of maintenance and operation of the automatic protection at the crossing of the C.P.R. and des Forges Road, St. Michel des Forges, P.Q. mileage 9.8 St. Maurice Valley Subd.
- R-1489 February 16 - Approving the changes in the automatic protection at the crossing of the C.N.R. and Bartholomew Street, Brockville, Ontario, mileage 124.88 Kingston Subd.
- R-1490 February 16 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 430, Parish of Bathurst, Gloucester County, New Brunswick, mileage 3.89 Nipisiguit Subd.

- R-1491 February 16 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 113, Emerald, P.E.I., mileage 30.82 Borden Subd.
- R-1492 February 16 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the Highway, near Chatsworth, Ontario, mileage 60.95 Owen Sound Subd.
- R-1493 February 15 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 212, East Selkirk, Man. mileage 23.91 Pine Falls Subd. and to relocate the reflectorized signs at the said crossing to the crossing at mileage 11.45 Rhein Subd. Sask.
- R-1494 February 16 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 232, Emerald Junction, P.E.I. mileage 30.25 Borden Subd.
- R-1495 February 16 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the Highway near Ponoka, Alta. mileage 32.09 Leduc Subd.
- R-1496 February 16 – Approving the By-Law 3353 of the Twp. of Pickering, Ontario, in respect of C.N.R. crossings, Rosebank Road at mileage 315.95, Chesterton Shores Road at mileage 317.22 Kingston Subd.
- R-1497 February 16 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Drummond Road, Niagara Falls, Ontario, mileage 9.91 Welland Subd.
- R-1498 February 16 – Declaring the crossing at rail level of the right of way and track of the C.N.R. in Lot 1, Con. 4, Twp. of Sidney, Ontario, mileage 36.49 Marmora Subd. and the Twp. Road, to continue to be a public crossing, and requiring the C.N.R. to install automatic protection at the said crossing.
- R-1499 February 16 – Authorizing the Quebec Department of Roads to widen and improve 3rd Range Road where it crosses the C.N.R., Municipality of St. Celestin, P.Q. mileage 88.89 Sorel Subd. and requiring the C.N.R. to install automatic protection at the said crossing.
- R-1500 February 16 – Authorizing the United Counties of Northumberland and Durham, Ontario to reconstruct and improve the subway carrying County Road No. 73 across and under the C.P.R. between Lots 28 and 29, Con. 2, Twp. of Clarke, Ontario, mileage 158.60 Belleville Subd. and authorizing the Railway to construct a temporary deviation of its railway and to

relocate its track to its permanent location and to remove the temporary deviation.

- R-1501 February 16 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 223, Winsloe, P.E.I., mileage 6.38 Borden Subd.
- R-1502 February 16 – Approving the original letter received from Quebec-Telephone to Traffic Agreement between The Bell Telephone Company of Canada and Quebec-Telephone (Division de Labrador).
- R-1503 February 16 – Authorizing the Quebec Department of Roads to relocate Lac St-Augustin Road where it crosses the C.N.R. Parish of St-Augustin-de-Desmaures, P.Q. from mileage 2.00 to mileage 2.18 LaTuque Subd. and requiring the C.N.R. to install automatic protection at the said crossing, and to close the crossing at mileage 2.00 LaTuque Subd.
- R-1504 February 16 – Amending Order 122862 which extended the time within which the C.P.R. is required to install protection at the crossing of its railway and Richmond Street, City of London, Ontario, mileage 0.05 Windsor Subd.
- R-1505 February 16 – Amending Order 121214 which authorized the modernizing of the protection at the crossing of the C.P.R. and Richmond Street, City of London, Ontario, mileage 0.05 Windsor Subd.
- R-1506 February 16 – Authorizing the removal of the speed limitation at the crossing of the Toronto, Hamilton & Buffalo Railway Company and Jerseyville Road in Brantford, Ontario, mileage 55.80 Waterford Subd.
- R-1507 February 16 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Bamford Road, east of Chilliwack, B.C., mileage 69.27 Yale Subd.
- R-1508 February 16 – Authorizing the C.P.R. to operate its engines, cars and trains over the bridge at mileage 12.5 Colonsay Subd., Sask.
- R-1509 February 16 – Authorizing the Rural Municipality of Cymri No. 36, Sask. to widen and improve the Municipal Road where it crosses the C.P.R. between the NW1/4 of Section 6-5-11, W2M, and the NE1/4 of Section 1-5-12, W2M, R.M. of Cymri No. 36, mileage 106.88 Portal Subd.
- R-1510 February 16 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 210, in Marchand, Man. mileage 105.98 Sprague Subd. and to relocate the reflectorized signs from the said crossing to the crossing at mileage 121.59 Sprague Subd.

- R-1511 February 16 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Highway No. 8, in Montreal, P.Q. mileage 16.04 Montfort Subd.
- *R-1512 February 16 – Determining the method of calculating normal payments for the year 1968 to eligible companies relative to "Equalization Payments" under section 469 of the Railway Act. (See page 77, 58 R.T.C.)
- *R-1513 February 16 – Certifying railway proportion of rates on grain for export to Eastern ports and approving the compensatory rates for determining payment of Subsidy re Eastern Rates, under Section 329 of the Railway Act. (See page 81, 58 R.T.C.)
- *R-1514 February 16 – Approving the Memorandum to Agreement between the C.N.R. Telecommunications Department, and C.P.R. Telecommunications Department, which provides for the reciprocal abandonment of telegraph offices. (See page 88, 58 R.T.C.)

Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

IN THE MATTER OF the Application of the Canadian National Millers Association for a determination as to the level of rates applicable on September 30, 1966 to the movement of flour for export in accordance with the provisions of section 329 of the Railway Act.

File 17112.49
MARCH 28, 1968

Arthur V. Mauro, Q.C., for Applicant.
H.J.G. Pye, for Canadian National Railways.
G.P. Miller, Q.C., for Canadian Pacific Railway Co.

JUDGMENT

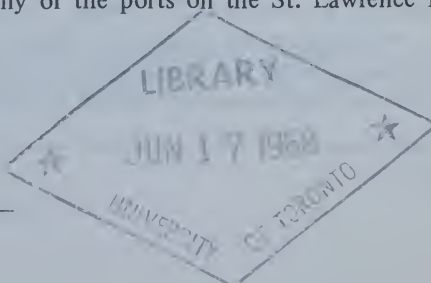
BY ITS RAILWAY TRANSPORT COMMITTEE:

This is an Application by the Canadian National Millers Association for a determination by the Commission as to the level of rates applicable to the movement of flour for export in accordance with the provisions of section 329 of the Railway Act. Both the applicant and the respondent railway companies have advised the Railway Transport Committee that they are agreeable to a determination of the matter at issue upon the basis of the written submissions they have filed, without the necessity of a public hearing.

Section 329 of the Railway Act, as amended by section 50 of the National Transportation Act, came into force with the proclamation of Part V of the National Transportation Act effective March 23, 1967. The provisions of section 329 relating to the rates applicable to the movement of flour for export are as follows:

“329.(1) In this section,

- (a) “Eastern port” means any of the ports of Halifax, Saint John, West Saint John and Montreal and any of the ports on the St. Lawrence River to the east of Montreal;



(b) "Eastern rates" means,

.....
 (ii) in relation to flour, the freight rates applying on the 30th day of September, 1966, to the movement of flour for export, from any inland point to an Eastern port;

(c) "Inland point" means,

.....
 (ii) in relation to flour, any point in Canada east of the 90th degree of west longitude;

(d) "flour" means flour milled from grain;

.....
 (2) For the purpose of encouraging the continued use of the Eastern ports for the export of grain and flour,

.....
 (b) rates on flour moving for export to an Eastern port from any inland point over any line of a railway company subject to the jurisdiction of Parliament shall be maintained at the level of rates applying on the 30th day of September, 1966, to the movement of such flour to Eastern ports.

(3) The Commission shall from time to time determine in respect of

.....
 (b) the movement of flour for export, by railway to an Eastern port from an inland point a level of rates consistent with section 334 and shall cause such rates to be published in the Canada Gazette.

.....
 (5) Until such time as the Commission determines and publishes a level of rates under subsection (3),

.....
 (b) the rates applying on the 30th day of September, 1966, for the movement of flour for export from an inland point to an Eastern port shall be deemed to be the rates determined and published by the Commission under subsection (3)."

The Canadian National Millers Association submits that the effect of the provisions cited above is to create statutory rates on the movement of flour from an "inland point" for export through an "Eastern port", and that the level of such statutory rates is the level that was in effect on September 30, 1966. The Association points out however that, subsequent to September 30, 1966, and prior to the coming into force of the provisions of Section 329 on March 23, 1967, the rates on flour were increased by 2 cents per 100 pounds, "in order to maintain 'parity' with inland points which had sustained an increase in in-transit charges from 3¢ to 5¢."* Accordingly, the Association requests the Commission "to revise the tariff in question by reducing the said rate on flour ex-bayport milled at port at which received and shipped for export

*Effective September 5, 1967 such charges were increased to 5 1/4¢.

via eastern ports.”

The railway companies, in their answer, refer to hearings of the Board of Transport Commissioners for Canada, held on January 11 and 12, 1965, at which certain ex-lake millers endeavoured to show that an additional charge of 3 cents per 100 pounds, (now 5 1/4 cents per 100 pounds), on flour ex Bay Port, milled at the port at which received and shipped for export via Eastern ports, was unreasonable and unjustly discriminatory. The application made by such ex-lake millers was dismissed by Board Order 118905 of November 8, 1965, principally on the grounds that “the rates in question were designed to promote equality as between inland and lake-port mills at destination,” (55 B.T.C. 547 at page 553). In referring to this decision and the application now before us, the railway companies assert that, if the applicant’s position is sustained, this would disrupt parity between lakeport and inland millers, a parity which the Board of Transport Commissioners had found on numerous past occasions to be sound and reasonable, and would place inland millers at a distinct disadvantage with respect to millers at the Bay Ports.

The Canadian National Millers Association, in reply, submits that the position taken by the railway companies is completely irrelevant, in that its application is based upon a statutory requirement which has no bearing on the relative rates payable by ex-lake millers and inland millers, or upon any question of unjust discrimination in, or unreasonableness of, rates. In the opinion of the Association, the issue is simply that of determining, as a question of fact, what were the rates applicable to flour on September 30, 1966.

The railways’ further submissions on this point assert that the rates prescribed by section 329 of the Railway Act are the basic rates in effect on September 30, 1966, “exclusive of the equalizing factor introduced to maintain parity between the inland and Bay Port Millers”, and that “it is not the intent of section 329 to consider the application of that equalizing factor in prescribing rates at the September 30, 1966 level.”

DISCUSSION AND CONCLUSIONS

The level of line-haul rates applicable to the movement of flour from an “inland point”, (as defined in section 329 of the Railway Act), for export through an “Eastern port”, has not changed from the level in effect on September 30, 1966. The issue before us, therefore, is simply whether the term “freight rates”, as used in paragraph (b) of subsection (1) of section 329 in relation to flour, is restricted to such basic line-haul rates, (as the railway companies submit), or whether such term has a wider meaning and includes other rates or charges, including what the railway companies have described as “an equalizing factor introduced to maintain parity between the inland and Bay Port millers.”

In this connection, it should be noted that although section 329 defines “Eastern rates” in relation to flour movements, the term “freight rates” used in

such section is still subject to the definition set out in subsection (32) of section 2 of the Railway Act, which reads in part as follows:

“(32) “toll”, or “rate”, when used with reference to a railway, means any toll, rate, charge or allowance in connection with the carriage, shipment, transportation, care, handling or delivery of goods, or for any service incidental to the business of a carrier; or in respect of, goods transported, or intransit, or to be transported;”

The additional charge in respect of the movement of flour, which is in issue in this case, does not apply until the grain is milled into flour and this fact must necessarily lead to the conclusion that, for the purpose of the provisions of section 329, such additional charge is part of the freight rates on flour and is embraced by the term “freight rates” as used in that section.

In our view, a careful reading of the definition of “rate” quoted above, compels the conclusion that the term “rate” is not restricted to line-haul rates and includes any additional charge or allowance in respect of the movement of flour from an “inland point” for export through an “Eastern port”, including what the railway companies have described as an “equalizing factor”.

The railway companies have asserted that, if the applicant’s position is upheld, this would disrupt parity, as between lake-port and inland millers, and would place inland millers at a distinct disadvantage with respect to millers at the Bay Ports. For this assertion to be true, the in-transit charge applicable on September 30th, 1966 would have had to be on two different levels, with a higher level applying to the inland millers. A careful examination of the relevant tariff provisions, however, fails to disclose any support for such an assertion. Since September 30, 1966, the changes in the in-transit charge, (more properly termed a “stop-off charge”), were as follows:

<u>Date in Effect</u>	<u>Stop-Off Charge in Cents per 100 Pounds</u>	
	<u>Bay Ports</u>	<u>Inland</u>
September 30, 1966	3 ¢	3 ¢
November 2, 1966	5 ¢	5 ¢
September 5, 1967	5 1/4 ¢	5 1/4 ¢

Tariff References:

1. Canadian National Railways’ Tariff, C.T.C. (F) E.3867.
 - (a) Bay Ports — 24th Revised Page 56; 25th Revised Page 56; 26th Revised Page 56; and 27th Revised Page 56.
 - (b) Inland — Original Page 63-A; 1st Revised Page 63-A; 2nd Revised Page 63-A; 3rd Revised Page 63-A; and 4th Revised Page 63-A.
2. Canadian Pacific Railway Co. Tariff, C.T.C. (F) E.5172.
 - (a) Bay Ports — 9th Revised Page 60; 10th Revised Page 60; and 11th Revised Page 60.

(b) Inland - 2nd Revised Page 75; 4th Revised Page 75; and 5th Revised Page 75.

FINDINGS

We therefore find, and so rule, that the term "Eastern rates," as used in paragraph (b) of subsection (1) of section 329 of the Railway Act, is subject to the definition set out in subsection (32) of section 2 of the Railway Act, and includes such ancillary charges as "in-transit" or "stop-off" charges. We also find, and so rule, that the "in-transit," or "stop-off" charge, (or what the railway companies have chosen to term "an equalizing factor"), which was applicable on the 30th day of September 1966 was 3¢ per 100 pounds. That charge of 3¢ per 100 pounds, therefore, came into force as statutory rate under the provisions of paragraph (b) of subsection (1) of section 329 of the Railway Act on March 23, 1967, the date on which section 329 came into force. The respondent railway companies are therefore directed to revise their tariffs to comply with findings.

(Sgd.) David H. Jones, Chairman.

(Sgd.) A.S. Kirk, Commissioner.

Ottawa,
March 28, 1968.

Canadian Transport Commission

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Railway Transport Committee

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Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

IN THE MATTER OF the application of the Canadian Pacific Railway Company for authority, in respect of its Customer Service Plan in the Edmonton Area, in the Province of Alberta, to remove forty-one agents from stations on its Edmonton Division.

File No. 4205.2936

March 5, 1968.

BEFORE:

J.M. Woodard,
John Magee,

Commissioner.
Commissioner.

APPEARANCES:

V.F. Burstall }
R.J. Madge }
R.A. Cawsey, Q.C.,

for Canadian Pacific Railway Company.

for the City of Wetaskiwin, Alberta.

HEARD AT EDMONTON, MARCH 5, 1968.

ORAL JUDGMENT

COMMISSIONER WOODARD: The application from Canadian Pacific to inaugurate a Customer Service Centre at South Edmonton, Alberta to provide all customer service for the Company's Edmonton Division is dated June 22, 1967. In accordance with its usual practice the Railway Transport Committee communicated with the various municipalities concerned, giving them an outline of the procedure in the event they wished to file submissions in respect of the application.

Following an exchange of correspondence with interested parties, arrangements were made by the Railway Transport Committee to direct its field inspectors to conduct a thorough review of the application to determine the effect on railway patrons of implementing such a plan.

Opposition registered with the Committee prior to and during the course of this Hearing is such that we are of the opinion that the closing of the agencies contingent upon the inauguration of this service will not unduly inconvenience the patrons of the 58 R.T.C.

Railway and we are prepared to grant the application subject to the following stipulations:

In the event that complaints arise following implementation of the Plan which are not adequately dealt with by the Company, the Railway Transport Committee has the power to investigate the matter and take whatever action is considered necessary and in the public interest.

Having regard to the evidence adduced in respect of the Company's proposal as it affects the City of Wetaskiwin, the Committee is of the view that the Company should be permitted to implement its plan but that the agent shall be retained for a period of six months following its introduction. Prior to the expiration of this period the Committee will arrange to have one of its field officers review the situation. If this review shows no further need for the agent an Order will issue authorizing his removal.

Upon our return to Ottawa an Order will issue accordingly.

This Order will also require Canadian Pacific to continue to keep their stations heated and lighted for the convenience of the travelling public at all stations in the area involved which are now served by passenger trains.

— EDMONTON HEARING CONCLUDED —

CANADIAN TRANSPORT COMMISSION
RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the British Columbia Telephone Company, dated the 2nd day of February 1968, pursuant to the provisions of its Special Act being ch. 66 of the Statutes of Canada, 6-7 George V (1916), as amended by 4-5 George VI (1940-41) ch. 36, and by II George VI (1947) ch. 86, and by 15 George VI (1951) ch. 85 and by 6 Elizabeth II (1957-58) ch. 40, and by 8-9 Elizabeth II (1960) ch. 66, for an Order approving the terms and conditions of the issue, sale or other disposition of not more than Six Hundred Thousand (600,000) Preferred Shares of its capital stock.

*File No. 29885.13
March 15, 1968*

BEFORE:

PIERRE TASCHEREAU, Q.C.,
H.H. GRIFFIN,
A.S. KIRK,

Vice-President (Chairman)
Commissioner
Commissioner

APPEARANCES:

J.C. TAGGART, Q.C.,

*for the British Columbia
Telephone Company*

Heard at: Ottawa, Ontario on March 15, 1968.

ORAL JUDGMENT

THE CHAIRMAN: Mr. Taggart, your application for leave to amend the application is granted and the application as amended is granted as well, and an order will issue accordingly.

That order should, in our view, incorporate in some manner the preferences, priorities and qualifying rights that are set forth in the shareholders' resolution of yesterday and we will leave it to you and to Mr. Salambier, our Legal Counsel, to draft the proper order, an order that will be in satisfactory form to the Committee.

MR. TAGGART: I will be very glad to do so.

THE CHAIRMAN: I hope that can be done right now. And speaking for myself, and I am sure for my brother Commissioners, you deserve congratulations, you and your witnesses, for an able and very thorough presentation.

MR. TAGGART: Thank you.

— OTTAWA HEARING CONCLUDED —

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1765

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of February 2, 1968, of the British Columbia Telephone Company under the provisions of Chapter 66 of the Statutes of Canada 6-7 Geo. V, as amended, by Chapter 36 of 4-5 Geo. VI, Chapter 86 of 11 Geo. VI, Chapter 85 of 15 Geo. VI, Chapter 40 of 6 Eliz. II and Chapter 66 of 8-9 Eliz. II for an Order approving the amount, terms and conditions of the issue and sale or other disposition of a total number of preferred shares of its capital stock not to exceed six hundred thousand (600,000) shares of par value of \$25.00 each:

File No. 29885.13

UPON hearing the application at the sittings of the Committee held at Ottawa, on the 15th day of March, 1968, in the presence of Counsel for the Applicant Company no one appearing in opposition; and upon hearing what was alleged; and upon reading what has been filed in support of the application; and upon reading all submissions filed, public notice of such application having been published in the Canada Gazette, and it appearing that the proposed issue is necessary for the purpose of reducing temporary bank loans incurred for extensions and improvements to the plant and property of the Applicant Company and for other corporate purposes; and the Applicant having applied for leave to amend paragraph 2 of the application by changing the figure "\$.75" in the third line on page 2 of the application to "\$.82" and to amend paragraph 3 of the application by changing the figures "6 3/4 %" in the second line of paragraph 3 to "6.80%".

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. That leave be granted to the Applicant to amend the application as herein-before set out.

2. That the amount, terms and conditions of a proposed issue and sale of preferred shares of the capital stock of the Applicant Company more particularly described in the resolution passed by the ordinary shareholders at the Annual Meeting of the Applicant Company held at Vancouver, British Columbia, on March 14, 1968, a certified copy of the said resolution having been filed as Exhibit seven on the hearing of the said application, and a copy of which is appended to this Order, be and the same are hereby approved as follows:

- (a) The said issue and sale shall be in accordance with the provisions of the aforesaid resolution of the ordinary shareholders of the Applicant Company;
- (b) The said issue and sale shall be of not more than six hundred thousand (600,000) of such preferred shares of the par value of twenty-five dollars (\$25.00) each;
- (c) The price at which such preferred shares shall be issued and sold shall be not less than twenty-five dollars (\$25.00) per share;
- (d) Such preferred shares shall bear a rate of dividend not greater than six point eighty per cent (6.80%) per annum;
- (e) Such issue and sale shall not be effected until all conditions precedent thereto whether imposed by Statute or otherwise shall have been met by the Applicant Company.
- (f) The Commission paid to the underwriters by the Applicant Company shall not exceed eighty-two cents (82¢) per share;
- (g) Subject to the foregoing, such issue and sale may be made no later than the 23rd of May, 1968.

Dated at Ottawa, this 15th day of March, 1968.

(Sgd) J.D. Beaton,
Acting Secretary,
Railway Transport Committee.

BRITISH COLUMBIA TELEPHONE COMPANY

Certified copy of Resolution passed by the Ordinary Shareholders of British Columbia Telephone Company at the Annual General Meeting duly called and held at Vancouver, B.C., on March 14, 1968.

"IT WAS UNANIMOUSLY RESOLVED

THAT subject to the approval of the Railway Transport Committee of the Canadian Transport Commission (i) the Directors be authorized to allot and issue capital of the Company to the extent of \$15,000,000 as preferred stock in addition but subordinate to the \$1,000,000 of cumulative preference stock already authorized by resolution of the ordinary shareholders of the Company of 2nd September, 1922, (ii) such stock be issued in the form of 600,000 6.8% cumulative redeemable preferred shares of \$25 each (such 600,000 shares being hereinafter referred to as the "Preferred Shares") to rank equally both as regards dividends and return of capital with the \$4,500,000 of 6% cumulative preferred shares already authorized by resolution of the ordinary shareholders of the Company of 5th May, 1967, and with the \$7,500,000 of 4 3/4% cumulative redeemable preferred shares already authorized by resolutions of the ordinary shareholders of the Company of 6th July, 1948, 26th October, 1950, and 27th March, 1951, and with the \$5,000,000 of 4 1/2% cumulative redeemable preferred shares already authorized by resolution of the ordinary shareholders of the Company of 30th August, 1954, and with the \$6,000,000 of 4 3/8% cumulative redeemable preferred shares already authorized by resolution of the ordinary shareholders of the Company of 14th April, 1955, and with the \$7,500,000 of 4 3/4% cumulative redeemable preferred shares (Series 1956) already authorized by resolution of the ordinary shareholders of the Company of 31st May, 1956, and with the \$10,000,000 of 5 3/4% cumulative redeemable preferred shares already authorized by resolution of the ordinary shareholders of the Company of 28th November, 1967, and with the \$12,000,000 of 5.15% cumulative redeemable preferred shares already authorized by resolution of the ordinary shareholders of the Company of 14th March, 1963, and with the \$20,000,000 of 4.84% cumulative redeemable preferred shares already authorized by resolution of the ordinary shareholders of the Company of 4th March, 1965, and (iii) the Preferred Shares shall have the following preferences, priorities and qualified rights:

- (1) The Preferred Shares shall carry a fixed cumulative preferred dividend at the rate of 6.8% per annum, and no more, on the capital for the time being paid up thereon and such dividend shall be paid as nearly as may be quarterly on the fifteenth of March, fifteenth of June, fifteenth of September and fifteenth of December in each year and shall accrue and be cumulative from 8th April, 1968. The Preferred Shares shall rank for dividend equally with the 6% cumulative preferred shares and 5 3/4% cumulative redeemable preferred shares

- and 5.15% cumulative redeemable preferred shares and 4 3/4% cumulative redeemable preferred shares and 4 3/4% cumulative redeemable preferred shares (Series 1956) and 4 1/2% cumulative redeemable preferred shares and 4 3/8% cumulative redeemable preferred shares and 4.84% cumulative redeemable preferred shares and in priority to the ordinary shares and shall in this respect be subordinate to the cumulative preference shares for the time being of the Company;
- (2) The Preferred Shares shall in winding up be entitled to rank as regards repayment of capital in priority to the ordinary shares and equally with the 6% cumulative preferred shares and 5 3/4% cumulative redeemable preferred shares and 5.15% cumulative redeemable preferred shares and 4 3/4% cumulative redeemable preferred shares and 4 3/4% cumulative redeemable preferred shares (Series 1956) and 4 1/2% cumulative redeemable preferred shares and 4 3/8% cumulative redeemable preferred shares and 4.84% cumulative redeemable preferred shares and subordinate to the cumulative preference shares but the Preferred Shares shall not be entitled to any further participation in the surplus assets;
 - (3) The holders of Preferred Shares shall not have any right of voting at meetings of the Company except the right to attend and vote at general meetings on any question directly affecting any of the rights or privileges attached to such shares and then there shall be one vote per share but no change in the rights or privileges shall be made unless the holders of 75% in par value of the Preferred Shares issued and outstanding agree to same;
 - (4) The Company shall have the right on or after June 15, 1978, to redeem on any dividend day all or any portion or specific holdings of the Preferred Shares at a price equal to the par value of the Preferred Shares to be redeemed plus a premium of 6% of such par value by mailing not less than 30 days before the date fixed for redemption a notice thereof by registered mail to each holder of the shares to be redeemed addressed to the holder's address last known to the Company. Such notice shall be deemed to have been given when so mailed, provided, however, that the accidental omission to give such notice to any shareholder shall not invalidate such redemption;
 - (5) The Preferred Shares shall be transferable only on the books of the Company upon the surrender of certificates therefor properly endorsed by the holder thereof in person or by attorney duly authorized in writing; and
 - (6) Further cumulative redeemable preferred shares may be issued bearing such rate of dividend as the Directors may determine and ranking equally as regards dividends and return of capital with and forming one class with the 6% cumulative preferred shares and the 5 3/4% cumulative redeemable preferred shares

and the 5.15% cumulative redeemable preferred shares and the 4 3/4% cumulative redeemable preferred shares and the 4 3/4% cumulative redeemable preferred shares (Series 1956) and the 4 1/2% cumulative redeemable preferred shares and the 4 3/8% cumulative redeemable preferred shares and the 4.84% cumulative redeemable preferred shares and the Preferred Shares, but the total nominal amount of all cumulative preference and preferred shares shall not at any time without the sanction of the holders of 75% of the Preferred Shares exceed 60 % of the total nominal amount of the capital for the time being paid up on the share capital of the Company.”

I, the undersigned, Secretary of British Columbia Telephone Company, do hereby certify that the foregoing is a true and correct copy of a resolution passed by the ordinary shareholders of British Columbia Telephone Company at the Annual General Meeting of the said Company duly called and held on the 14th day of March, 1968.

(Sgd.) John Ross Evans
Secretary

BRITISH COLUMBIA TELEPHONE COMPANY

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1672

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

J.E. DUMONTIER

A.S. KIRK

IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rates on Zinc Concentrates from Mileage 60.6 Peace River Subdivision of the Northern Alberta Railways to Galena, Kansas, U.S.A.:

File No. 40615.21

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability is authorized to the extent of the valuations stated herein in respect of the undermentioned rates on Zinc Concentrates, carload minimum weight 90% of marked capacity of car used but not less than 140,000 pounds, from mileage 60.6 Peace River Subdivision of the Northern Alberta Railways to Galena, Kansas, as Proportional rates, applicable only on shipments originating at Pine Point, North West Territories.

(*) Rates per 2,000 pounds	When valuation per 2,000 pounds does not exceed
\$25.20	\$ 70.00
26.34	80.00
27.36	90.00
28.39	100.00
29.53	110.00

(*) (Subject to Tariff of Increased Rates and Charges X-256, Agent G.H. Mitchell's C.T.C. (F) No. 746.)

Dated at Ottawa, this 5th day of March, 1968.

(Sgd) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1675

BY ITS RAILWAY TRANSPORT COMMITTEE

COMMISSIONERS:

J.E. DUMONTIER

A.S. KIRK

IN THE MATTER OF the application of the Canadian National Railways under Section 353 of the Railway Act, for authority to publish carload rates on Whale Meat and Whale Meat Scraps, frozen, unfit for human consumption, for manufacture of Animal Feed, subject to limitation of liability:

File No. 40615.22

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That a limitation of liability not exceeding three cents per pound is authorized in respect of the undermentioned rates on Whale Meat and Whale Meat Scraps, frozen, unfit for human consumption, for manufacture of Animal Feed, carload minimum weight 60,000 pounds.

To: Des Ormeaux, Quebec

From: Whitbourne, Newfoundland —

98 cents per 100 pounds,
not including cost of refrigeration.

142 cents per 100 pounds,
including cost of refrigeration.

East River, Nova Scotia —

69 cents per 100 pounds,
not including cost of refrigeration.

75 cents per 100 pounds,
including cost of refrigeration.

Dated at Ottawa, this 8th day of March, 1968.

(Sgd) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1782

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of Canadian National Railways for an Order approving the construction of the industrial spur serving Prince Albert Pulp Company Limited at grade across unopened road allowances and for authority to open the said industrial spur for the carriage of traffic:

File No. 23662.14

WHEREAS by Order in Council No. P.C. 1966-2413 dated December 22, 1966, the Canadian National Railway Company was authorized to construct, operate and maintain an industrial spur line not exceeding six miles in length, to serve Prince Albert Pulp Company Limited, commencing off the Paddockwood Subdivision, at mileage 1.7; and

WHEREAS by Order in Council No. P.C. 1967-1101 dated June 1, 1967, the Canadian National Railway Company was authorized to construct, operate and maintain an extension of 1.9 miles to the aforementioned spur line; and

WHEREAS the Company did construct the said spur which crosses unopened road allowances.

UPON reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. The construction by Canadian National Railways of the industrial spur serving Prince Albert Pulp Company Limited commencing at mileage 1.73 Paddockwood Subdivision, at grade across the following road allowances, is approved:

Mileage 1.59 between the northeast quarter of Section 15 and the northwest quarter of Section 14, Township 49, Range 26, west of the second meridian;

Mileage 2.63 between the southeast quarter of Section 23 and the southwest quarter of Section 24, Township 49, Range 26, west of the second meridian;

Mileage 3.73 between the northeast quarter of Section 24, Township 49, Range 26, west of the second meridian, and the northwest quarter of Section 19, Township 49, Range 25, west of the second meridian;

Mileage 4.80 between the northeast quarter of Section 19 and the northwest quarter of Section 20, Township 49, Range 25, west of the second meridian;

Mileage 5.70 between the northeast quarter of Section 20 and the southeast quarter of Section 29, Township 49, Range 25, west of the second meridian;

Mileage 5.99 between the southeast quarter of Section 29 and the southwest quarter of Section 28, Township 49, Range 25, west of the second meridian;

Mileage 6.99 between the northeast quarter of Section 28 and the northwest quarter of Section 27, Township 49, Range 25, west of the second meridian,

all in the Province of Saskatchewan, as shown on Plan No. 57-P-8 dated February 2, 1968, on file with the Commission under file No. 23662.14.

2. The Canadian National Railways are authorized to open for the carriage of traffic their industrial spur serving Prince Albert Pulp Company Limited, approximately 7.96 miles in length which commences at a point in the southeast quarter of Section 16, Township 49, Range 26, west of the second meridian, at mileage 1.73 Paddockwood Subdivision, and extends to a point in the northeast quarter of Section 27, Township 49, Range 25, west of the second meridian, in the City of Prince Albert, Province of Saskatchewan, as shown on said plan.

3. The Canadian National Railways are authorized to operate their cars, engines and trains over the unopened road allowance on the private siding portion of the said track at mileage 8.04, between the northeast quarter of Section 27 and the northwest quarter of Section 26, Township 49, Range 25, west of the second meridian, in the Province of Saskatchewan.

4. The operation of engines, cars and trains hereby authorized shall be in conformity with the provisions of the Railway Act, the General Orders and Regulations of the Board of Transport Commissioners for Canada, and the Uniform Code of Operating Rules.

Dated at Ottawa, this 20th day of March, 1968.

J.D. BEATON,
Acting Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1881

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF Order No, R-1336 dated February 2, 1968 authorizing the Canadian National Railways to open, for the carriage of traffic, their Bruce Lake Branch line commencing at mileage 50.3 Redditt Subdivision, near Amesdale, in the province of Ontario, and ending in the vicinity of Bruce Lake, Province of Ontario, as shown on Route Map 1R-1 revised April 25, 1967, on file with the Commission under file No. 49273.4:

*File Nos. 49273
49273.4*

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

Order No. R-1336 dated February 2, 1968 is amended by:

- (a) deleting the words “for authority to open for the carriage of traffic” in the heading and substituting therefor the following: “under section 279(7) of the Railway Act for authority to carry traffic over.”;
- (b) deleting the words “open for the carriage of traffic” in the operative portion and substituting therefor the following: “carry traffic over”.

Dated at Ottawa, this 29th day of March, 1968.

(Sgd) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ACCIDENTS REPORTED TO THE OPERATING BRANCH,
JANUARY, 1968 RAILWAY TRANSPORT COMMITTEE

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents	262	8	272
Level Crossing Accidents	44	8	54
	<u>306</u>	<u>16</u>	<u>326</u>
	<u>Killed</u>	<u>Injured</u>	
Passengers	1	62	
Employees	2	199	
Others	13	65	
	<u>16</u>	<u>326</u>	

Of the 44 accidents at Highway Crossings, 28 occurred where standard Railway Crossings signs are located, 16 where additional forms of protection are in use, 22 after Sunrise and 22 after Sunset.

Ottawa, Ont.

SUMMARY OF ORDERS ISSUED BY
THE RAILWAY TRANSPORT COMMITTEE

(*Denotes Order printed in full)

- *R-1515 February 20 — Amending Order No. 0-10 of the Board of Transport Commissioners for Canada prescribing regulations respecting "Railway Safety Appliance Standards". (See page 89, 58 R.T.C.).
- R-1516 February 20 — Approving the location of the additional flammable liquid bulk storage and transfer facilities of Texaco Canada Limited at Sillery, P.Q. near mileage 3.76 Champlain Subd. C.N.R.
- R-1517 February 20 — Approving the proposed Class II flammable liquid bulk storage and transfer facilities of the Sun Oil Company Limited at Brampton, Ontario, near mileage 7.62 Orangeville Subd. C.P.R.
- R-1518 February 20 — Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Bulyea Subdivision, Sask.
- R-1519 February 20 — Requiring the C.N.R. to relocate the existing reflectorized signs from the crossings of their railway and Egypt Side Road, Twp. of Georgina, and Town Line Road between the Twps. of Georgina and Scott, Ont. at mileages 48.46 and 48.26 respectively Bala Subd. to other crossings of their railway at mileages 55.53 Forest Subd. and 46.08 Goderich Subd.
- R-1520 February 20 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Bruce County Road No. 10, Twp. of Arran, County of Bruce, Ont. at mileage 54.37 Owen Sound Subd.
- R-1521 February 20 — Authorizing the C.N.R. to remove the station agent at Douglastown, P.Q, mileage 96.7 Chandler Subd. provided a resident caretaker is appointed and authorizing the Railways to remove the station building and to replace it with a shelter.
- R-1522 February 20 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Access Road to Vassar, Man., at mileage 67.98 Sprague Subd. and requiring the Railways to relocate the existing reflectorized signs to another crossing of a public road at mileage 6.35 Rhein Subd., Sask.
- R-1523 February 20 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Montee de la Cabane Ronde,

Parish of St. Henri de Mascouche, L'Assomption County, P.Q. at mileage 17.26 Trois Rivières Subd.

- R-1524 February 20 — Amending Order No. 121639 which authorized the County of Sidney, Ont. to carry out improvements at the crossing of Avonlough Road and the C.P.R. at mileage 94.46 Belleville Subd.
- R-1525 February 20 — Amending Order No. 120702 which authorized the Ontario Department of Highways to reconstruct and improve the overhead bridge carrying Hunt Street across and over the tracks of the C.P.R. in Hamilton, Ont. at mileage 38.51 Hamilton Subd.
- R-1526 February 20 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Oxford County Road No. 16, north of Embro, Ont. at mileage 10.86 St. Mary's Subd.
- R-1527 February 20 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 5, in Humboldt, Sask., at mileage 51.68 St. Brieux Subd. and requiring the Railways to relocate the existing reflectorized signs to another crossing of the public road at mileage 23.55 St. Brieux Subd.
- R-1528 February 20 — Authorizing the County of Minburn No. 27, Alta. to improve the vision at the crossing of County Road and the C.N.R. West of Sec. 6-53-15-W4M, at mileage 64.57 Vegreville Subd.
- R-1529 February 20 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, east of Kelly's, Ont. at mileage 15.56 Thorndale Subd.
- R-1530 February 20 — Authorizing the removal of the speed restriction at the crossing of the C.N.R. and Argyle Street, in Caledonia, Ont. at mileage 58.66 Dunnville Subd.
- R-1531 February 20 — Authorizing the City of Pointe-aux-Trembles, P.Q. to widen De la Rousselière Street where it crosses the tracks of C.N.R. at mileage 0.85 Longue Pointe Subd. and requiring the Railways to relocate and revise the automatic protection to provide for the widened road.
- R-1532 February 20 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Bruce County Road No. 15, Ont. at mileage 29.67 Southampton Subd.
- R-1533 February 20 — Approving the changes in the automatic protection at the crossing of the C.N.R. and Second Avenue West, Prince Albert, Sask. at mileage 73.40 Duck Lake Subd.

- R-1534 February 20 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 480, at Makinak, Man. at mileage 100.64 Gladstone Subd. and requiring the Railways to relocate the existing reflectorized signs to another crossing of a public road at mileage 16.11 Rhein Subd. Sask.
- R-1535 February 20 — Amending Order No. 122591 which authorized the C.N.R. to install automatic protection at the crossing of their railway and Blandford Road in Lunenburg County, N.S. mileage 40.0 Chester Subd.
- R-1536 February 20 — Requiring the C.P.R. to relocate the existing reflectorized signs at the crossing of its railway and 57th Avenue, City of Red Deer, Alta. mileage 0.90 Leduc Subd. to another crossing at 53rd Avenue in Camrose, Alta., at mileage 0.29 North Industrial Spur which commences at mileage 69.77 Wetaskiwin Subd.
- R-1537 February 20 — Approving the changes in the automatic protection at the crossing of the C.N.R. and Cromer Avenue, in Grand Falls, Nfld., at mileage 275.48 Bishop's Falls Subd.
- R-1538 February 21 — Requiring the Chesapeake and Ohio Railway Company to relocate the existing reflectorized signs at the crossing of its railway and the Town Line Road, between the Townships of Moore and Sombra, Ont., at mileage 57.20 No. 2 Subd. to another crossing at Moore Street, in St. Thomas, at mileage 127.40 No. 1 Subd.
- R-1539 February 21 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and the NS Municipal District Road, immediately west of Heath yard in the MD Wainwright No. 61, Alta. mileage 128.28 Wainwright Subd. and requiring the Railways to relocate the existing reflectorized signs to another crossing of a public road at mileage 138.30 Wainwright Subd.
- R-1540 February 21 — Authorizing the Windsor Suburban Roads Commission to reconstruct Road No. 19SA across the track of the C.P.R. between the Twps. of Sandwich South and Maidstone, Ont., at mileage 102.38 Windsor Subd. and upon completion requiring the Railway to install automatic protection at the said crossing.
- R-1541 February 21 — Requiring the C.P.R. to relocate the existing reflectorized signs at the crossing of its railway and Sylvan Lake Trail, City of Red Deer, Alta., mileage 4.32 Leduc Subd. to

another crossing at 51A Avenue, City of Camrose, at mileage 0.11 North Industrial Spur, which commences at mileage 69.77 Wetaskiwin Subd.

- R-1542 February 21 — Approving and authorizing the restricted clearances on the side loading ramp on the private industrial spur of the Algoma Central Railway's Steelton Yard, in the City of Sault Ste. Marie, Ont.,
- R-1543 February 21 — Approving tolls published in Supplement No. 92 to Agreed Charge Tariff filed by Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. and rescinding authority of certain Orders of the Board of Transport Commissioners for Canada.
- R-1544 February 21 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Beaverdale Road, in Hespeler, Ont., at mileage 20.8 Fergus Subd.
- R-1545 February 21 — Authorizing the Quebec Department of Roads to widen Presqu'île Road, in the Parish of St. Paul L'Ermite, County of L'Assomption, P.Q. where it crosses the C.N.R. at mileage 122.21 Joliette Subd. and upon completion requiring the Railways to install automatic protection at the said crossing.
- R-1546 February 21 — Authorizing the C.N.R. to operate their engines, cars and trains over the subway structure which carries their track across and over Provincial Road No. 482, Man. at mileage 20.12 Tonkin Subd.
- R-1547 February 21 — Authorizing the Alberta Department of Highways to relocate North-South Road (Local Road No. 367D) at Alhambra, Alta. from the crossing of the C.P.R. at mileage 46.34 to mileage 46.43 Alberta Central Subd. provided no engine or train of the Railway enters the crossing at a speed exceeding 5 miles per hour and that the Applicant shall install vehicular "STOP" and "STOP AHEAD" signs on the road approaches to the said crossing and also requiring the Railway to close the existing crossing at mileage 46.34.
- R-1548 February 21 — Authorizing the C.P.R. to operate its engines, cars and trains over the culvert and fill at mileage 13.52 Vallee Subd. P.Q.
- R-1549 February 21 — Amending Order No. 117829 which authorized the C.N.R. to relocate their tracks where it crosses Courville Hill Road in Montmorency, P.Q. at mileage 5.77 Murray Bay Subd.

- R-1550 February 21 — Approving changes in the automatic protection at the crossing of the C.N.R. and Hastings County Road No. 10, west of Napanee, Ont., at mileage 204.27 Kingston Subd.
- *R-1551 February 21 — Authorizing application of C.N.R. and C.P.R. to publish a rate on limitation of liability on rates on Zinc Concentrates, carload minimum weight 90 % of marked capacity of car from mileage 60.6 (Peace River Subdivision) Alta. to Depue, Illinois, applicable only on shipments originating at Pine Point, North West Territories, (See page 91, 58 R.T.C.)
- R-1552 February 21 — Authorizing the Quebec Department of Roads to widen Ridge Road where it crosses the track of the C.N.R. at mileage 38.04 Massena Subd. Twp of Godmanchester, Huntingdon County, P.Q.
- R-1553 February 21 — Authorizing the C.P.R. to operate its engines, cars and trains over the culvert and fill at mileage 19.5 Vallee Subd., P.Q.
- R-1554 February 21 — Approving tolls filed by the C.P.R. under Sections 3 and 8 of the M.F.R.A. and rescinding authority of certain Orders of the Board of Transport Commissioners for Canada.
- R-1555 February 21 — Authorizing the C.N.R. to reconstruct their existing bridge at mileage 69.0 Telkwa Subd., near Topley, B.C. and authorizing the Railways to operate their engines, cars and trains over the said bridge during the period of reconstruction.
- R-1556 February 21 — Authorizing the C.N.R. to reconstruct the most westerly main line track of their bridge crossing the Dundas Gorge at mileage 3.9 Dundas Subd., near the Town of Dundas, Ont., and authorizing the Railways to operate their engines, cars and trains over the said bridge during the period of reconstruction.
- R-1557 February 21 — Amending Order No. 113862 which authorized the C.N.R. to construct a bridge over the Buffalo River, in the Northwest Territories, at mileage 33.8 Great Slave Lake Railway.
- R-1558 February 21 — Authorizing the County of Ontario to reconstruct and improve the subway carrying County Road No. 4 under the C.P.R., Twp. of Pickering, Ont., in Lots 8 & 9, between Concessions 3 & 4, at mileage 184.10 Belleville Subd.; authorizing C.P.R. to construct a temporary deviation of its railway and upon completion of the subway to remove the temporary track diversion and to relocate its track to its permanent location on the subway.

- R-1559 February 21 — Approving changes in the automatic protection at the crossing of the C.P.R. and Highway No. 4, near Gonor, Man., at mileage 15.67 Lac du Bonnet Subd.
- R-1560 February 21 — Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Henri-Bourassa Boulevard, Montreal North, P.Q., at mileage 134.86 Joliette Subd., and authorizing the City of Montreal North to connect and synchronize traffic signals at the intersection of Henri-Bourassa Boulevard and Albert Hudon Boulevard, with the automatic protection.
- R-1561 February 21 — Authorizing the British Columbia Department of Highways to reconstruct the Nakusp-New Denver Highway No. 6, where it crosses the C.P.R. at mileage 17.55 Kaslo Subd.
- R-1562 February 22 — Authorizing the C.N.R. to reconstruct and maintain a bridge over the private road on the eastward main line track at mileage 28.4 Dundas Subd., east of Paris Junction, Ont.
- R-1563 February 22 — Rescinding authority of Order No. 102230 which approved the flammable liquid bulk storage facilities of Imperial Oil Limited at Hanley, Sask., at mileage 120.8 Craik Subd. C.N.R.
- R-1564 February 22 — Authorizing removal of the speed limitation at the crossing of the C.P.R. and the highway near Nevis, Alta. at mileage 68.8 Lacombe Subd.
- R-1565 February 22 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Forest Road, near Fort Saskatchewan, Alta., at mileage 111.43 Vegreville Subd.
- R-1566 February 22 — Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Colonsay Subd., Sask.
- R-1567 February 22 — Approving the Service and Interconnection Agreement between The Bell Telephone Company of Canada and the Hydro-Electric Power Commission of Ontario.
- R-1568 February 22 — Approving changes in the automatic protection at the crossing of the C.N.R. and Simpson Avenue, in Bowmanville, Ont., at mileage 290.44 Kingston Subd.
- R-1569 February 22 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Central Avenue North, in the Town of Malartic, P.Q., at mileage 53.30 Val d'Or Subd.

- R-1570 February 22 — Amending Order No. R-6 which authorized the Alberta Department of Highways to construct an overhead bridge to carry Highway No. 53 across and over the track of the C.P.R. in Ponoka, Alta., at mileage 34.31 Leduc Subd.
- R-1571 February 22 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 46, in the Twp. of Dufresnoy, County of Rouyn-Noranda, P.Q., at mileage 0.66 Waite Amulet Spur, Rouyn Subd.
- R-1572 February 22 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and No. 5 Sideroad, in the Twp. of Esquesing, Ont., at mileage 32.2 Halton Subd.
- R-1573 February 22 — Amending Order No. 124794 which authorized the reconstruction of Ross-Ross Sideroad, where it crosses the C.N.R. between lots 31 and 32, Con. 1, Twp. of Lancaster, County of Glengarry, Ont., at mileage 52.30 Kingston Subd.
- R-1574 February 22 — Amending Order No. 125067 which authorized the C.P.R. to open for the carriage of traffic its branch line serving Allan Potash Mines Limited, consisting of a main lead approximately 4.28 miles in length, commencing at mileage 83.12 Sutherland Subd. and an east wye connection, Sask.
- R-1575 February 22 — Amending Order No. R-107 which authorized the City of Saskatoon, Sask. to reconstruct and improve the subway carrying Idylwyld Drive North across and under the track of the C.N.R. at mileage 4.6 Warman Subd.
- R-1576 February 23 — Authorizing the City of Edmonton, Alta. to widen 34th Avenue where it crosses the track of the C.P.R. at mileage 93.47 Leduc Subd. and requiring the Railway to install automatic protection at the said crossing.
- R-1577 February 23 — Approving changes in the automatic protection at the crossing of the C.N.R. and Fruitland Road, east of Stoney Creek, Ont., at mileage 34.84 Grimsby Subd.
- R-1578 February 23 — Approving and authorizing the restricted clearances at the Pellet Load-out Building on the private spur track serving the Griffith Mine opposite mileage 66.71 Bruce Lake Branch at the C.N.R. at Bruce Lake, Ont.
- R-1579 February 23 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and 8th Concession Road in Ste-Brigide D'Iberville, P.Q., at mileage 11.65 Adirondack Subd.
- R-1580 February 23 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Water Avenue, in the City

- of Winnipeg, Man., at mileage 0.13 Winnipeg Transfer Railway.
- R-1581 February 23 - Amending Order No. 124518 which authorized the Twp. of Lancaster, Ont., to improve the grades and the sight lines at the crossing of the Township Road and the C.N.R. at mileage 45.29 Kingston Subd.
- R-1582 February 23 - Requiring the C.N.R. to improve the automatic protection at the crossing of their Railway and County Road No. 79, at Drew, County of Wellington, Ont., mileage 10.74 Owen Sound Subd.
- R-1583 February 23 - Approving changes in the automatic protection at the crossing of the C.P.R. and 4th Line Road, Twp. of Nassagaweya, County of Halton, Ont., at mileage 37.02 Galt Subd.
- R-1584 February 23 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Old Highway No. 45, Village of La Reine, Abitibi West County, P.Q., at mileage 111.69 Taschereau Subd.
- R-1585 February 23 - Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Pacific Petroleum Limited at Cando, Sask., near mileage 17.9 Porter Subd. C.N.R.
- R-1586 February 23 - Approving toll filed by the Canada Gulf Terminal Railway Company under Section 8 of the M.F.R.A. and rescinding authority of Order No. R-643.
- R-1587 February 23 - Approving toll filed by C.N.R. under Sections 3 and 8 of the M.F.R.A.
- R-1588 February 23 - Approving toll filed by the Dominion Atlantic Railway Company (C.P.R.) under Section 8 of the M.F.R.A.
- R-1589 February 23 - Authorizing the C.N.R. to reconstruct and maintain the bridge over the Lynn River, near the Town of Simcoe, Ont., at mileage 3.4 Simcoe Subd.
- R-1590 February 23 - Approving tolls filed by the C.P.R. under Section 8 of the M.F.R.A.
- R-1591 February 23 - Exempting the C.N.R. from application of subsection (1) of Section 53 of General Order No. E-14 in respect of the main track switches at the siding at mileage 48.35 Kashabowie Sub. Ontario providing no engines or trains clear the main track.
- R-1592 February 26 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge over the Rouge River, Ont., at mileage 49.6 Uxbridge Subd.

- R-1593 February 26 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying Highway No. 12 across its tracks in the NE1/4-3-40-23-W4M near Alix, Alta., at mileage 81.83 Lacombe Subd.
- R-1594 February 26 – Authorizing the C.N.R. to operate their engines, cars and trains over the bridge crossing the LaSalle River in Man., at mileage 6.3 Letellier Subd.
- R-1595 February 26 – Approving Appendix "A" to Supplement No. 8 to the Traffic Agreement between The Bell Telephone Co. of Canada and La Cie de Telephone de St-Gerard.
- R-1596 February 26 – Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and Township Road in the Twp of Albion, Ont., at mileage 55.75 Beeton Subd. to another crossing of a public road at mileage 32.40 Forest Subd.
- R-1597 February 26 – Approving tolls to Montreal, Sherbrooke, P.Q. and Toronto, Ont. filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-1598 February 26 – Authorizing the C.N.R. to construct a private siding over the Neptune Terminals Limited across Kennard Avenue (un-opened) in the City of North Vancouver, B.C. opposite mileage 5.92 Burrard Subd.
- R-1599 February 26 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Champlain Oil Products Limited at Ste-Anne-de-la-Pocatière, P.Q. near mileage 41.26 Montmagny Subd. C.N.R.
- R-1600 February 26 – Authorizing C.N.R. to operate their engines, cars and trains over the bridge over the Little Rouge River, Ont., at mileage 44.7 Uxbridge Subd.
- R-1601 February 26 – Requiring that no westward train of the C.N.R. shall pass over their track at the crossing of the public road near Simcoe Junction, Ont., at mileage 8.44 Simcoe Subd.
- R-1602 February 26 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying highway No. 3 across and over its track in the SE1/4-30-7-1-W5M near Lundbreck, Alta., at mileage 70.68 Crowsnest Subd.
- R-1603 February 26 – Authorizing the location of the proposed temporary anhydrous ammonia transfer facilities of Canadian Industries limited at Jerseyville, Ont., near mileage 52.5 Waterford Subd., Toronto, Hamilton and Buffalo Railway Company.

- R-1604 February 26 - Amending Order No. 117290 which declared the crossing of the highway and the C.N.R. in the Town of Sussex, N.B. at mileage 42.50 Sussex Subd., to be a public crossing and required the Railways to install automatic protection at the said crossing.
- R-1605 February 26 - Authorizing the Ontario Department of Highways to reconstruct highway No. 541 which crosses the C.N.R. in Lot 9 Concession 1, Twp of Garson, District of Sudbury, Ont., at mileage 0.65 Garson Section of the Sudbury Terminal Subd., and requiring the Railways to relocate and revise the existing automatic protection at the said crossing.
- R-1606 February 26 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and 8th and 9th Range Road, in the Municipality of Wickham, Drummond County, P.Q. at mileage 45.01 Drummondville Subd.
- R-1607 February 26 - Authorizing the C.P.R. to relocate the crossing of its railway and Municipal Road in the M.D. of Willow Creek No. 26, Alta., from mileage 60.67 Macleod Subd. to mileage 60.68 Macleod Subd.
- R-1608 February 28 - Amending Order No. 117156 which provided for the allocation of costs of removal or relocation of facilities of the Utilities Companies to permit the construction by the Quebec Department of Roads of an overhead bridge carrying highways No. 3 and 9 across and over the tracks of the C.N.R. in the Town of Candiac, County of Laprairie, P.Q. at mileage 79.3, Massena Subd.
- R-1609 February 28 - Requiring the C.N.R. to relocate the existing reflectorized signs at the crossing of their railway and 4th Concession Road, in the Twp of Kenyon, Ont., at mileage 25.52 Alexandria Subd. to another crossing at Albert Street, in Trenton, Ont., at mileage 31.10 Marmora Subd.
- R-1610 February 28 - Requiring the C.N.R. to install automatic protection at the crossing of their railway the East Leg of the Wye to the Walkley Line, where it crosses Ridge Road, Ottawa, Ont., at mileage 0.20 Ottawa Subd.
- R-1611 February 29 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and the North South County Road or District Highway No. 306B, County of Vermilion River No. 24, Alta., at mileage 98.75 Blackfoot Subd.

- R-1612 February 28 — Authorizing the Twp of Haldimand, Ont., to improve Kenwin Park Road where it crosses the tracks of the C.N.R. at mileage 253.98 Kingston Subd., and the C.P.R. at mileage 124.85 Belleville Subd., between Lots 13 and 14, Concession B, County of Haldimand, and upon completion requiring both railways to install automatic protection at their respective crossing.
- R-1613 February 28 — Requiring the C.N.R. to improve the protection of the crossing of their railway and highway No. 35 (Main Street) Town of Tisdale Sask., at mileage 72.71 Tisdale Subd.
- R-1614 February 28 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Walkley Road, City of Ottawa, Ont. at mileage 0.13, Industrial Lead, Ottawa Subd.
- R-1615 February 28 — Authorizing payment payable from the Railway Grade Crossing Fund toward the cost of placing reflective markings on the sides of railway cars of the Algoma Central Railway for the periods ending June 30 and December 31, 1967.
- R-1616 February 28 — Approving a letter received from Quebec Telephone respecting Traffic Agreement dated June 27, 1957, between The Bell Telephone Company of Canada and Quebec Telephone (Division de l'Ouest).
- R-1617 February 29 — Authorizing the removal of a speed limitation at the crossing of the C.N.R. and Springhill Road, Twp. of King, Ont., at mileage 23.26 Newmarket Subd.
- R-1618 February 29 — Exempting the C.P.R. from erecting and maintaining right of way fences on both sides of its Lanigan Subd. between mileages 10.76 and 11.90 Sask.
- R-1619 February 29 — Authorizing the Twp of McDougall to construct Twp Road across the track of the C.P.R. in Lot 10, Concession 7, District of Parry Sound, Ont., at mileage 26.61 Parry Sound Subd., and requiring the Railway to close the existing road allowance between Concessions 6 and 7 Lot 10.
- R-1620 February 29 — Authorizing the C.N.R. to remove the station-agent and close the station at Stayner, Ont., provided a resident caretaker is appointed.
- *R-1621 February 29 — Authorizing the C.P.R. upon implementation of its Customer Service Plan in the Agincourt Area to remove station-agents and caretakers from certain stations in Ontario and requiring the railway to keep any station or shelter served by passenger trains, cleaned, heated and lighted. (See page 61, 58 R.T.C.)

- R-1622 February 29 -- Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Pilot Mound, Man., near mileage 12.57 Napinka Subd., C.P.R.
- R-1623 February 29 -- Authorizing the Ontario Department of Highways to construct an overhead bridge to carry two additional lanes of Highway No. 17 across and over the C.P.R. at mileage 12.88 Webbwood Subd., in lot 1, Concession 1, Twp of Snider, District of Sudbury.
- R-1624 February 29 -- Exempting the C.P.R. from erecting and maintaining right of way fences on the north side of its Glenboro Subd., between mileage 24.43 and 24.93, Man.
- R-1625 February 29 -- Rescinding authority of Order No. 111374 which approved the location of flammable liquid bulk storage facilities of the Alert Steel and Metal Corporation Ltd. at Montreal, P.Q. mileage 2.06 Hibernia Subd., C.N.R.
- R-1626 February 29 -- Approving letter received from Quebec-Telephone respecting Traffic Agreement dated June 27, 1967 between The Bell Telephone Company of Canada and Quebec-Telephone (Division de l'Est).
- R-1627 February 29 -- Approving letter received from Quebec Telephone respecting Traffic Agreement dated July 16, 1956 between The Bell Telephone Company of Canada and Quebec-Telephone (Region de Kamouraska).
- R-1628 February 29 -- Authorizing the removal of the speed limitation at the crossing of C.P.R. and Highway at Leonard, Ont., at mileage 68.06 Montreal and Ottawa Subd.
- R-1629 February 29 -- Amending Order No. R-836 which authorized improvements at the crossing of the C.N.R. and Old Bay Road, in Boutilliers Point, N.S. at mileage 22.74 Chester Subd., C.N.R. and required the Railways to install automatic protection and to remove the existing reflectorized signs from the said crossing.
- R-1630 February 29 -- Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Bartlett Road (formerly known as Barwood Road) in Beamsville, Ont., at mileage 22.67 Grimsby Subd.
- R-1631 February 29 -- Authorizing the C.N.R. to operate their engines, cars and trains over the overhead bridge to carry Mountainview Road across their tracks at mileage 22.11 Halton Subd., Town of Georgetown, Ont.,

- R-1632 February 29 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge in the Twp of King, Ont., at mileage 26.48 Newmarket Subd.
- R-1633 February 29 – Authorizing the C.N.R. to operate their engines, cars and trains on the private siding serving the Nova Scotia Power Commission where it crosses Sunnyside Road at Point Tupper, N.S., which commences at mileage 13.53 Sydney Subd.
- R-1634 February 29 – Amending Order No. 55730 which approved the plans showing the standard timber trestles to be constructed on the C.N.R., and approving plan No. R3A-6 of the C.N.R.
- R-1635 February 29 – Authorizing the C.P.R. to operate its engines, cars and trains on its track serving Mount Royal Paving and Supplies Limited across the connecting road between Marshall and Michel Jasmin Streets, City of Dorval, P.Q. at mileage 0.03. of said siding.
- R-1636 February 29 – Rescinding authority of Order 122844 which authorized the City of Regina, Sask., to make improvements to First Avenue where it crosses the tracks of the C.P.R. at mileage 0.82 Lanigan Subd.
- *R-1637 February 29 – Requiring the C.P.R. to institute and operate a local passenger train including both mail and express services to commence with the change of timetable in April 1968 operating six days a week in each direction between Sudbury and White River, Ont., for the duration of a normal summer timetable in each year and to maintain for the remainder of each year a passenger train now being provided between these two centers. (See page 92, 58 R.T.C.)
- R-1638 February 29 – Authorizing the C.N.R. to widen the subway which carries Brooksbank Avenue under their tracks in North Vancouver, B.C., mileage 5.61 Burrard Subd.
- R-1639 February 29 – Authorizing the C.N.R. to reconstruct the Lynn Creek Bridge at mileage 5.61 Burrard Subd., in B.C. and authorizing the Railways to operate their engines, cars and trains over the bridge during the period of reconstruction.
- R-1640 March 1 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Range Road No. 3 in St. Cyrille, P.Q., at mileage 95.71 Drummondville Subd.,

- R-1641 March 1 - Approving changes in the automatic protection at the crossing of the C.N.R. and Gray's Road, East of Stoney Creek, Ont., at mileage 36.97 Grimsby Subd.
- R-1642 March 1 - Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 17 at Tidehead, N.B., at mileage 0.33 St. Quentin Subd.
- R-1643 March 1 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway, West of St. Hernas, P.Q. at mileage 39.6 Lachute Subd.
- R-1644 March 1 - Authorizing the removal of the caretaker at McAuley, Man., at mileage 36.4 Neudorf Subd. C.P.R.
- R-1645 March 1 - Approving the location of the proposed temporary anydrous ammonia transfer facilities at Port Davidson, Ont., near mileage 7.72 Dunnville Subd., Toronto, Hamilton and Buffalo Railway.
- R-1646 March 1 - Approving the less than standard clearances for grain elevator loading spouts, as shown on C.P.R. sketch designated as "Sketch showing in red Minimum Clearance Requirements for Grain Elevator Loading Spouts" C.N.R., C.P.R.
- R-1647 March 1 - Approving the construction of a shelter at Utterson, Ont., and authorizing the C.N.R. to remove the station building when the aforementioned shelter is in use.
- R-1648 March 1 - Approving for a further period expiring on March 1, 1969 the location of temporary bulk storage and transfer facilities of the Pan American Petroleum Corporation at Anzac, Alta., at mileage 261.55 Waterways Subd., Northern Alberta Railways Company.
- R-1649 March 1 - Approving tolls published in Supplement No. 2 to Agreed Charge Tariff of the Canadian Freight Association under section 3 of the M.F.R.A.
- R-1650 March 1 - Approving the tolls filed by the Dominion Atlantic Railway Company (C.P.R.) under section 8 of the M.F.R.A.
- R-1651 March 1 - Approving tolls published to Perth Jct., N.B., in Supplement numbered 18 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A. (C.P.R.)
- R-1652 March 1 - Approving tolls published in Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.

- R-1653 March 1 - Approving tolls published to Dartmouth, N.S. in Supplement No. 8 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-1654 March 1 - Approving tolls filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-1655 March 1 - Approving tolls published in Supplement No. 3 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-1656 March 1 - Approving tolls published in Supplement No. 7 to Tariff filed by the Dominion Atlantic Railway Company under section 8 of the M.F.R.A. and rescinding authority of Orders No. 115094 and 121085.
- R-1657 March 1 - Approving tolls filed by the Dominion Atlantic Railway Company under section 8 of the M.F.R.A.
- R-1658 March 5 - Approving tolls in Supplement No. 14 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-1659 March 5 - Approving tolls published to Deseronto, Ont., in Supplement No. 1 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-1660 March 5 - Approving tolls filed by the C.N.R. under sections 3 and 8 of the M.F.R.A. (C.P.R.)
- R-1661 March 5 - Amending Order No. R-1497 which authorized removal of the speed limitation at the crossing of the C.N.R. and Drummond Road, Niagara Falls, Ont., at mileage 1.91 Welland Subd.
- R-1662 March 5 - Authorizing the Ontario Department of Highways to construct Highway No. 33 across the sidings serving Miller Bros. Company Limited, in Lot 1, Concession 3, Twp of Sidney, County of Hastings, Ont., at mileage 0.10 of siding which commences at mileage 35.35 Marmora Subd C.N.R. and requiring the railways to manually flag all train movements over the crossing by a member of the train crew and to close the crossing at mileage 0.23.
- R-1663 March 5 - Requiring that all rail movements over the following crossings be flagged by members of the crew; (a) the crossing of the C.N.R. track into Ford No. 1 plant and Riverside Drive; (b) the crossing of the C.N.R. track into Ford's Power House and Wyandotte Street (c) the crossings of the C.N.R.'s track into Walker's Distillery Bottling Plant and Walker Road, all in the City of Windsor, Ont.

- R-1664 March 5 — Authorizing the Ontario Department of Highways to reconstruct Highway No. 26 where it crosses the C.N.R. between Concessions 2 and 3 in Lot 25, Twp. of Nottawasaga, County of Simcoe, Ont., at mileage 23.48 Meaford Subd., and requiring the Railways to relocate the existing automatic protection to provide for the reconstruction.
- R-1665 March 5 — Approving Supplement No. 10 to Traffic Agreement between The Bell Telephone Company of Canada and The Commissioners for the Telephone System of the Municipality of the Twp. of Huron.
- R-1666 March 5 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Regent Street in Sudbury, Ont., at mileage 80.15 Cartier Subd.
- R-1667 March 5 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Montarville Street in Boucherville, P.Q., at mileage 8.13 Sorel Subd.
- R-1668 March 5 — Approving revision to Tariffs filed by the Canadian National Telecommunications:
- R-1669 March 5 — Approving changes in the automatic protection at the crossing of the Grand Falls Central Railway and the Trans-Canada Highway at Grand Falls, Nfld., at mileage 1.40 Windsor Subd.
- R-1670 March 5 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Mutual Street in Ingersoll, Ont., at mileage 8.75 St. Thomas Subd.
- R-1671 March 5 — Authorizing the C.N.R. to construct a subway to carry their tracks across and over the Mountain Highway, in the District of North Vancouver, B.C. at mileage 5.4 Burrard Subd.
- *R-1672 March 5 — Approving the limitation of liability on rates on Zinc Concentrates, Carload Minimum weight 90% of marked capacity of car, from mileage 60.6 Peace River Subd., of the Northern Alberta Railways to Galena, Kansas, U.S.A. (See page 137, 58 R.T.C.)
- R-1673 March 6 — Authorizing the Ontario Department of Highways to reconstruct and widen Highway No. 3 where it crosses the tracks of the C.N.R. in the Twp. of Canborough, County of Haldimand, Ont., at mileage 39.27 Cayuga Subd., and requiring the railways to relocate and improve the protection to provide for the widened crossing.

- R-1674 March 6 - Authorizing the Ontario Department of Highways to widen and improve Highway No. 3 where it crosses the track of the New York Central System at mileage 35.53 Main Line Subd. between Lots 8 and 10, Concession 3, Twp. of Canborough, Ontario.
- *R-1675 March 8 - Authorizing a limitation of liability on C.N.R. rates on Whale Meat and Whale Meat Scraps frozen, unfit for human consumption for manufacture of Animal Feed, carload minimum weight 60,000 pounds from Whitbourne, Newfoundland and East River, N.S. to Des Ormeaux, P.Q. (See page 138, 58 R.T.C.)
- R-1676 March 8 - Authorizing the C.N.R. to permanently convert a lift bridge over the Lachine Canal in the City of Montreal, P.Q. at mileage 1.11 Montreal Subd. into a fixed span and to make changes to the bridge.
- R-1677 March 11 - Exempting the Algoma Central Railway from the requirements of Order No. 123236 with respect to the application of reflective material on hopper cars used in sinter service.
- R-1678 March 11 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and 25th Avenue in the County of Strathcona No. 20, Alta. at mileage 92.59 Leduc Subd.
- R-1679 March 11 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and the EW County Road No. 338N in the County of Strathcona No. 20, Alta. at mileage 90.6 Leduc Subd.
- R-1680 March 11 - Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and Vansickle Road in St. Catharines, Ont. at mileage 12.55 Grimsby Subd. to another crossing of their railway and the New York Central interchange track and King Street in Hagersville, opposite mileage 26.70 Hagersville Subd.
- R-1681 March 11 - Requiring the C.P.R. to relocate the existing reflectorized signs from the crossing of its railway and Provincial Road No. 430 in the R.M. of Portage la Prairie, Man. at mileage 42.00 Carberry Subd. to another crossing of a public road at mileage 47.83 Varcoe Subd.
- R-1682 March 11 - Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and the highway in the Twp. of Whitchurch, Ont., at mileage 35.10 Bala Subd. to another crossing of a public road at mile 31.10 Forest Subd.

- R-1664 March 5 - Authorizing the Ontario Department of Highways to reconstruct Highway No. 26 where it crosses the C.N.R. between Concessions 2 and 3 in Lot 25, Twp. of Nottawasaga, County of Simcoe, Ont., at mileage 23.48 Meaford Subd., and requiring the Railways to relocate the existing automatic protection to provide for the reconstruction.
- R-1665 March 5 - Approving Supplement No. 10 to Traffic Agreement between The Bell Telephone Company of Canada and The Commissioners for the Telephone System of the Municipality of the Twp. of Huron.
- R-1666 March 5 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Regent Street in Sudbury, Ont., at mileage 80.15 Cartier Subd.
- R-1667 March 5 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Montarville Street in Boucherville, P.Q., at mileage 8.13 Sorel Subd.
- R-1668 March 5 - Approving revision to Tariffs filed by the Canadian National Telecommunications:
- R-1669 March 5 - Approving changes in the automatic protection at the crossing of the Grand Falls Central Railway and the Trans-Canada Highway at Grand Falls, Nfld., at mileage 1.40 Windsor Subd.
- R-1670 March 5 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Mutual Street in Ingersoll, Ont., at mileage 8.75 St. Thomas Subd.
- R-1671 March 5 - Authorizing the C.N.R. to construct a subway to carry their tracks across and over the Mountain Highway, in the District of North Vancouver, B.C. at mileage 5.4 Burrard Subd.
- *R-1672 March 5 - Approving the limitation of liability on rates on Zinc Concentrates, Carload Minimum weight 90% of marked capacity of car, from mileage 60.6 Peace River Subd., of the Northern Alberta Railways to Galena, Kansas, U.S.A. (See page 137, 58 R.T.C.)
- R-1673 March 6 - Authorizing the Ontario Department of Highways to reconstruct and widen Highway No. 3 where it crosses the tracks of the C.N.R. in the Twp. of Canborough, County of Haldimand, Ont., at mileage 39.27 Cayuga Subd., and requiring the railways to relocate and improve the protection to provide for the widened crossing.

- R-1693 March 11 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Station Road in Ste-Sabine County of Missisquoi, P.Q., at mileage 3.58 Stanbridge Subd.
- R-1694 March 11 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and King Street in St. Stephen, N.B. mileage 0.53 Milltown Spur St. Stephen Subd.
- R-1695 March 11 - Authorizing the C.N.R. to construct two sidings described as Spur No. 1 and Spur No. 2 across No. 139 Whitevale Road in the Village of Lumby, B.C. at mileage 0.09 of sidings headblock of which is located at mileage 14.23 Lumby Subd.
- R-1696 March 11 - Authorizing the C.N.R. to construct the railway of the Vancouver Terminal Project across the unopened street allowance at mileage 2.48 Thornton Subd. in the City of Vancouver, B.C.
- R-1697 March 11 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 250 in Souris, Man. at mileage 146.77 Glenboro Subd. at mileage 16.02 Estevan Subd. and requiring the Railway to install the existing reflectorized signs to another crossing of a public road at mileage 45.77 Varcoe Subd.
- R-1698 March 11 - Requiring the C.P.R. to relocate the existing reflectorized signs from the crossing of its railway and Provincial Highway No. 34 at Woodbay, Man. at mileage 8.94 Napinka Subd. to another crossing of a public road at mileage 36.15 Varcoe Subd.
- R-1699 March 11 - Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and Provincial Highway No. 5 near Battleford, Sask. at mileage 2.69 Battleford Subd. to another crossing of a public road at mileage 38.23 Dodsland Subd.
- R-1700 March 11 - Prescribing rates of depreciation, straight line method for use in accounts of the Algoma Central Railway for the year ending December 31, 1967.
- R-1701 March 11 - Amending Order No. 118964 which required the C.N.R. to install automatic protection at the crossing of their railway and Strimbald Road No. 151 at Topley, B.C. at mileage 67.29 Telkwa Subd.
- R-1702 March 11 - Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Sherbrooke Street in the Town of Montreal, East P.Q. at mile 0.73 Dobell Spur.

- R-1703 March 11 - Amending Order No. R-365 which authorized the Village of Victoria Harbour, Ont., to reconstruct the highway where it crosses the C.N.R. between Concessions 6 & 7, at mileage 68.56 Midland Subd.
- R-1704 March 11 - Authorizing the Quebec Department of Roads to widen the Bulwer-Jordan Hill Road in the Twp. of Eaton, Compton County, P.Q. where it crosses the track of the C.P.R. at mileage 54.76 Megantic Subd. and requiring the Railway to install automatic protection at the said crossing.
- R-1705 March 11 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 310 in Balcarres, Sask. at mileage 32.48 Qu'Appelle Subd. and requiring the Railways to relocate the existing reflectorized signs to another crossing of a public road at mileage 31.46 Qu'Appelle Subd.
- R-1706 March 11 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge at mileage 16.6 Kiask Falls in the Twp. of Rochebaucourt, P.Q.
- R-1707 March 11 - Authorizing the Twp. of Stephenson to reconstruct Twp. Road where it crosses the C.N.R. at mileage 134.17 Newmarket Subd. in Lot 16 between Concessions 4 and 5, District of Muskoka, Ont.
- R-1708 March 11 - Authorizing the Dominion Atlantic Railway Company to operate its engines, cars and trains over the subway structure carrying its track over the Blue Beach Road in Blue Beach, County of Kings, N.S. at mileage 41.52 Halifax Subd.
- R-1709 March 11 - Authorizing the C.N.R. to operate their engines, cars and trains over the overhead bridge carrying St. Louis Road across and over their track in the Municipality of Parish of St. Felix du Cap Rouge, County of Louis-Hebert, P.Q. at mileage 5.61 Bridge Subd.
- R-1710 March 11 - Approving changes in the automatic protection at the crossing of the C.N.R. and 16th Avenue in Pointe-aux-Trembles, P.Q. at mileage 2.63 Longue Pointe Subd.
- R-1711 March 11 - Approving changes in the automatic protection at the crossing of the C.N.R. and Renfrew County Road No. 21, Ont. mileage 72.72 Beachburg Subd.
- R-1712 March 11 - Authorizing the C.N.R. to operate their engines, cars and trains over the subway carrying their tracks across and

over the Highway No. 406 in the City of St. Catharines, Ont. at mileage 10.05 Grimsby Subd.

- R-1713 March 11 - Authorizing the C.N.R. to remove the station agent at Zelma, Sask.
- R-1714 March 11 - Approving changes in the automatic protection at the crossing of the C.N.R. and Main Street in Breslau, Ont., at mileage 58.39 Guelph Subd.
- R-1715 March 11 - Authorizing the C.N.R. to construct a siding across an unopened street allowance to serve International Cooperage Company of Canada Limited, commencing at mileage 1.56 Campbellford Subd. in the City of Belleville, Ont.
- R-1716 March 11 - Authorizing the Northern Alberta Railways Company to operate its engines, cars and trains over the Supply Depot Spur which crosses at grade the road between the SW1/4-16 and the SW1/4-17-54-24-W4M Alta., at mileage 2.00 of said spur.
- R-1717 March 11 - Authorizing the Northern Alberta Railways Company to operate its engines, cars and trains over the Supply Depot Spur which crosses at grade Highway No. 28 in the SE 1/4-17-54-24-W4M Alta. at mileage 1.72 of the said spur.
- R-1718 March 11 - Authorizing the Newfoundland Department of Highways to construct an access road from Long Harbour to Argentia Highway across the track of the C.N.R. at mileage 5.46 Argentia Subd.
- R-1719 March 11 - Authorizing the City of Penticton, B.C. to construct a road across the track of the C.P.R. at mile 0.37 Town Line Spur which commences at mileage 0.32 Princeton Subd.
- R-1720 March 11 - Requiring the Chesapeake & Ohio Railway Company to install automatic protection at the crossing of its railway and Windsor Suburban Road No. 8 at Paquette Station, Ont. at mileage 10.7 No. 1 Subd.
- R-1721 March 11 - Requiring the C.N.R. to relocate the existing reflectorized signs at the crossing of their railway and Old Onondaga Road, Twp. of Onondaga, Ont. at mileage 68.70 Dunnville Subd. to another crossing at Princess Street in Port Colborne, Ont. at mileage 0.28 Elm Street Spur which commences at mileage 19.61 Dunnville Subd.
- R-1722 March 11 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Bruce County Road No. 3

one-half mile south of Paisley, Ont. at mileage 35.61 South-ampton Subd.

- R-1723 March 11 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Twp. Road in the SE1/4 Section 25, Twp. of Victoria, Ont. at mileage 15.97 Thessalon Subd.
- R-1724 March 11 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and King Street in the City of Sorel, P.Q. at mileage 44.45 Sorel Subd.
- R-1725 March 11 - Approving tolls filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A.
- R-1726 March 12 - Authorizing the C.N.R. to reconstruct the bridge over the Ruisseau Blin, Twp. of Barraute, P.Q. at mileage 3.75 Kiask Falls Subd.
- R-1727 March 12 - Requiring the White Pass & Yukon Route to erect reflectorized signboards at certain public crossings of its railway in the vicinity of Carcross and Whitehorse, Yukon Territory.
- R-1728 March 12 - Approving plan showing the permanent deviation of the Bredenburg Subd. of the C.P.R. between mileages 2.63 and 2.91 in the SE1/4-9-15-18-WPM Man. and authorizing the Highways Department of the Province of Manitoba to construct a subway to carry Provincial Trunk Highway No. 10 across and under the deviated track of the C.P.R. in the R.M. of Minto at mileage 2.74 Bredenburg Subd.
- R-1729 March 12 - Approving siding serving the City of Boucherville as constructed across Rue de la Barre, County of Chambly, P.Q. at mileage 6.75 Sorel Subd. of the C.N.R., headblock of which is at mileage 6.76 Sorel Subd. and authorizing the Railways to operate their engines, cars and trains on the siding crossing Rue de la Barre.
- R-1730 March 12 - Authorizing the removal of the speed limitation at the crossing of the Pennsylvania New York Central Transportation Company and a public road at mileage 80.16 Main Line Subd. 1.3 miles west of La Salette, Ont.
- R-1731 March 12 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 121 near Baker Brook, N.B. at mileage 0.35 Connors Spur.
- R-1732 March 12 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Young Street in the Town of Truro, N.S. at mileage 63.82 Bedford Subd. in lieu of the existing protection by watchmen and flagging.

- R-1733 March 13 - Approving tolls filed by the C.N.R. under Section 3 of the M.F.R.A.
- R-1734 March 13 - Dismissing application of C.N.R. to remove the agent from their station at Veregin, Sask., at mileage 8.4 Margo Subd.
- R-1735 March 13 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Highway No. 4 at Flersher-ton, Ont. at mileage 37.67 Owen Sound Subd.
- R-1736 March 13 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Lonsdale Side Road, Ont. at mileage 76.69 Belleville Subd.
- R-1737 March 13 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway at Verona, Ont. at mileage 80.3 Kingston Subd.
- R-1738 March 13 - Approving Supplement No. 6 to Traffic Agreement between The Bell Telephone Company of Canada and Quebec-Telephone (Division de l'Ouest).
- R-1739 March 13 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Montee Paiement Road, Gatineau, P.Q. at mileage 113.10 Lachute Subd.
- R-1740 March 13 - Amending the heading of Order No. R-1384 to show that the application was made by the Canadian Pacific Railway Company and not Canadian National Railways, which Order authorized the proposed Ammonium Nitrate storage facility of the Lloydminster and District Agricultural Co-Operative Limited at Neilburg, Sask. at mileage 57.1 Lloydminster Subd.
- R-1741 March 13 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Aiton Road near Sussex, N.B. at mileage 41.34 Sussex Subd.
- R-1742 March 13 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway at Bonarlaw, Ont. at mileage 54.99 Marmora Subd.
- R-1743 March 13 - Amending Order No. R-1045 by striking out the word Manitoba and inserting Saskatchewan, which Order authorized the removal of the speed limitation at the crossing of the C.N.R. and a public road at mileage 11.05 Warman Subd.
- R-1744 March 13 - Authorizing the C.N.R. to remove the agent and station building at Bloomfield, P.E.I. at mileage 62.6 Kensington Subd.

- R-1745 March 13 -- Amending Order No. 124924 which authorized the C.P.R. to remove the station agent at Senlac, Sask. at mileage 45.1 Hardisty Subd.
- R-1746 March 13 -- Approving the location of the proposed additional 3,000 imperial gallon flammable liquid storage tank and associated piping of Shell Canada Limited at Boissevain, Man. near mileage 69.78 Napinka Subd. C.P.R.
- R-1747 March 13 -- Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Canadian Industries Limited at Belleville, Ont. near mileage 219.7 Kingston Subd. C.N.R.
- R-1748 March 13 -- Requiring the C.N.R. to relocate the reflectorized signs at the crossing of their railway and Highway No. 9 at Langbank, Sask. at mileage 113.44 Cromer Subd. to another crossing of a public road at mileage 5.33 Rhien Subd.
- R-1749 March 13 -- Authorizing the Ontario Department of Highways to relocate Highway No. 144 where it crosses the C.P.R. at mileage 7.97 Nemegos Subd. to mileage 6.85, near Benny, Twp. of Moncrieff District of Sudbury, Ont.; requiring the Railway to install automatic protection at the said crossing and upon completion to close the existing crossing at mileage 7.97 Nemegos Subd.
- R-1750 March 14 -- Authorizing the removal of the speed limitation at the crossing of the C.P.R. and George Street, Durham, Ont. at mileage 16.26 Walkerton Sub.
- R-1751 March 14 -- Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway at Fordwich, Ont. at mileage 50.08 Teeswater Subd.
- R-1752 March 14 -- Requiring the C.P.R. to relocate the existing reflectorized signs from the crossing of its railway and Provincial Highway No. 4 in the R.M. of Russell, Man. at mileage 91.25 Breckenbury Subd. to another crossing of a public road at mileage 40.51 Varcoe Subd.
- R-1753 March 14 -- Approving changes to the automatic protection at the crossing of the C.N.R. and Carville Road in Richmond Hill, Ont. at mileage 19.44 Bala Subd.
- R-1754 March 14 -- Requiring the C.N.R. to install automatic protection at the crossing of their railway and Innisfil Twp. Road between Concessions 4 & 5 North of Lefroy, Ont. at mileage 52.82 Newmarket Subd.

- R-1755 March 14 — Authorizing the County of Welland to reconstruct Moyer Road where it crosses the track of the Pennsylvania New York Central Transportation Company, County of Welland Ont. at mileage 10.05 Main Line Subd. and requiring the Railway Company to install automatic protection at the said crossing.
- R-1756 March 14 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Provincial Road No. 271 at Pine River, Man. at mileage 48.52 Cowan Subd.
- R-1757 March 14 — Approving the changes to the automatic protection at the crossing of the C.N.R. and Victoria Street in Stevensville, Ont. at mileage 8.15 Cayuga Subd.
- R-1758 March 14 — Requiring the C.P.R. to relocate the reflectorized signs from the crossing of its railway and Old Hedley Road east of Princeton, B.C. at mileage 69.3 Princeton Subd. to another crossing of a public road at mileage 66.30 Princeton Subd.
- R-1759 March 14 — Authorizing the Windsor Suburban Roads Commission to reconstruct Road No. 19SA across the tracks of the Pennsylvania New York Central Transportation Company between the Twps. of Sandwich South and Maidstone, Ont., at mileage 213.71 Main Line Subd., and upon completion requiring the Railway to install automatic protection at the said crossing.
- R-1760 March 14 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and N.S. District Highway No. 492 in the MD of Bonnyville No. 87, Alta., at mileage 13.59 Bonnyville Subd.
- R-1761 March 14 — Approving the location of the temporary anhydrous ammonia transfer facilities of Canadian Industries Ltd. at Ayr, Ont., near mileage 67.5 Galt Subd. C.P.R.
- R-1762 March 14 — Approving changes in the automatic protection at the crossing of the C.N.R. and Hillsview Drive, in Richmond Hill, Ont., mileage 20.18 Bala Subd.
- R-1763 March 14 — Approving the location of the temporary anhydrous ammonia transfer facilities of Barton Developments Ltd. at Red Deer, Alta., near mileage 3.5 Leduc Subd. C.P.R.
- R-1764 March 14 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Granville Street in Vancouver, B.C. at mileage 0.24 South Shore Branch of the Vancouver and Lulu Island subd.

- *R-1765 March 15 - Granting leave to the British Columbia Telephone Company to amend its application and approving under specific conditions the amount, terms and conditions of the proposed issue and sale of preferred shares of its capital stock as described in a resolution passed by the Ordinary Shareholders of the Company. (See page 132, 58 R.T.C.).
- R-1766 March 18 - Authorizing the Twp. of Pickering to reconstruct the Township Road where it crosses the tracks of the C.P.R. at mileage 171.4 Havelock Subd. in Lot 33, between Concs. 6 and 7, Ont., and requiring the Railway to install automatic protection at the said crossing.
- R-1767 March 18 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and 4th Range Road, in the Parish of Ste. Rosalie, Bagot County, P.Q. at mileage 123.40 Drummondville Subd.
- R-1768 March 18 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Warden-Roxton Falls Road in the Parish of St. Joachim, Shefford County, P.Q., at mileage 13.92 Drummondville Subd.
- R-1769 March 18 - Dismissing application of the C.N.R. for authority to remove the agent from their station at Kenville, Man., mileage 6.5 Preeceville Subd.
- R-1770 March 18 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 362 in Dauphin, Man., at mileage 0.59 Togo Subd.
- R-1771 March 19 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and St. Jean Range Road in the Parish of Ste. Monique, County of Deux-Montagne, P.Q. at mileage 21.85 Montfort Subd.
- R-1772 March 19 - Authorizing the Twps. of South Norwich and Dereham, to widen Town Line Road where it crosses the tracks of the Pennsylvania New York Central Transportation Company, east of Tillsonburg, Ontario, at mileage 89.68 NF Main Line Subd. and requiring the Railway to install automatic protection at the said crossing.
- R-1773 March 19 - Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 51.10 and 51.33 on the north side of its Wynyard Subd. Sask.
- R-1774 March 19 - Amending Order No. 123829 which authorized the Town of Cobourg, Ont., to construct a subway to carry William Street

across and under the tracks of the C.N.R. at mile 264.67 Kingston Subd.

- R-1775 March 19 - Authorizing the Quebec Department of Roads to realign and improve Shawville-Portage du Fort Road where it crosses the C.N.R. in the Twp. of Clarendon, County of Pontiac, P.Q. at mileage 56.10 Beachburg Subd. and requiring the Railway to relocate the existing automatic protection to provide for the improved crossing.
- R-1776 March 19 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the Highway at Goodwood, Ont. at mileage 35.4 Uxbridge Subd.
- R-1777 March 19 - Amending Order No. 124631 which authorized the C.P.R. to construct a second track at grade across 32nd Avenue N.W., in the City of Calgary, Alta., at mileage 6.25 Laggan Subd.
- R-1778 March 19 - Requiring all engines, cars and trains of the C.P.R. to be brought to a STOP before moving over the crossing of its track serving James McLaren Company Ltd. and Highway No. 8, in the Village of Masson, County of Papineau, P.Q. at mileage 100.9 Lachute Subd.
- R-1779 March 19 - Amending Order No. R-891 which authorized the Ontario Department of Highways to widen and improve Provincial Highway No. 41 where it crosses the C.P.R. at mileage 46.42 Havelock Subd. between Lots 10 and 11, Con. 7, Twp. of Kaladar, Kaladar, Ont.
- R-1780 March 19 - Authorizing the C.N.R. to construct a bridge to carry their railway over the Portage Diversion Channel, in Portage la Prairie, Man., at mileage 59.43 Rivers Subd.
- R-1781 March 20 - Approving application of the C.P.R. and C.N.R. under section 353 of the Railway Act, of certain terms and conditions contained in Item VII of a letter of agreement dated February 7, 1968.
- *R-1782 March 20 - Approving the construction by C.N.R. of the industrial spur serving Prince Albert Pulp Company Ltd. commencing at mileage 1.73 Paddockwood Subd., at grade across the following road allowances (mileages 1.59, 2.63, 3.37, 4.80, 5.70, 5.99, 6.99 all in Sask.) and authorizing the Railways to open for the carriage of traffic their industrial spur approximately 7.96 miles in length commencing at a point in the S.E.1/4-16-49-26 W2M, and to operate their engines, cars and

trains over the unopened road allowance on the private siding portion of the said track at mileage 8.04. (See page 139, 58 R.T.C.)

- R-1783 March 20 — Requiring the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Highway No. 40A in Lot 16, Con. 4, Twp. of Sarnia, County of Lambton, Ont. at mileage 56.68 Strathroy Subd. to another crossing at Tashmoo Road in Sarnia, at mileage 2.88 Froomfield and St. Clair River spur, the headblock of which is opposite mileage 0.33 St. Clair Tunnel Subd.
- R-1784 March 20 — Authorizing the City of North Battleford, Sask., to construct Hereford Street across the track of the C.N.R. in the S.W. 1/4-34-43-16 W3M, at mileage 79.51 Langham Subd.

Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1994

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the Canadian Pacific Railway Company, hereinafter called the "Applicant Company", for authority, in respect of its Customer Service Plan in the Edmonton Area, in the Province of Alberta, to remove 41 agents from stations on its Edmonton Division:

File No. 4205.2936

UPON hearing the application at a sitting of the Committee at Edmonton, Alberta, on March 5, 1968, in the presence of Counsel for the Applicant Company, and Counsel for the City of Wetaskiwin; and

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

Subject to the following conditions, the said application is granted —

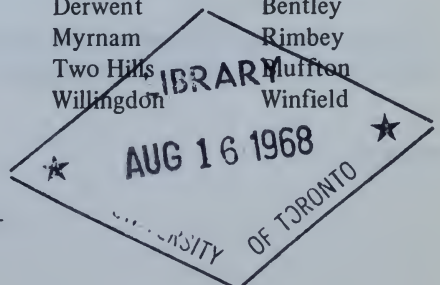
(1) In implementing its Customer Service Centre at South Edmonton in the Province of Alberta, the Applicant Company is authorized to remove the station agents at:

Major
Compeer
Altario
Monitor
Consort
Veteran

Alix
Clive
Lacombe
Lougheed
Sedgewick
Killam

Dewberry
Clandonald
Derwent
Myrnam
Two Hills
Willingdon

Hobbema
Leduc
Bentley
Rimbey
Muffton
Winfield



Coronation	Strome	Andrew	Breton
Castor	Daysland	Vegreville	Warburg
Halkirk	Camrose	Blackfalds	Thorsby
Stettler	Marwayne	Ponoka	Calmar

(2) The station agent at Wetaskiwin shall not be removed until after six months from the date upon which the Customer Service Plan is inaugurated at Wetaskiwin and upon the authority of an Order of the Committee authorizing his removal.

(3) Upon the Customer Service Plan being inaugurated at Wetaskiwin, the Applicant Company shall notify in writing the Director of Operation of the Railway Transport Committee as to the date upon which the inauguration took place.

(4) Any station or shelter at the points mentioned in section 1 shall, so long as it served by passenger trains, be kept clean, heated and lighted.

Dated at Ottawa, this 10th day of April, 1968.

(Sgd) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2184

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of The Bell Telephone Company of Canada, hereinafter called the "Applicant", under section 378(3) and all other relevant sections of the Railway Act, R.S.C. 1952, c. 234, and all other laws applicable for an Order granting leave to exercise its statutory powers to construct its lines of telephone along the sides, over and across or under certain public highways within the corporate limits and under the municipal jurisdiction of the Municipal Corporation of the Parish of Ste-Julienne de Rawdon, in the Province of Quebec, in the manner and within the limits set out in the application:

File No. 44484.56

WHEREAS the Applicant requested the Committee, on the 21st day of November, 1967, to issue an Order granting it leave to exercise its statutory powers to construct certain lines of telephone in the Municipal Corporation of the Parish of Ste-Julienne de Rawdon, in respect of which the Municipal Corporation of the Parish of Ste-Julienne de Rawdon refused to give its legal consent except subject to certain terms and conditions unacceptable to the Applicant;

WHEREAS at a hearing of the petition at a sittings of the Committee held in Joliette, on the 18th day of April, 1968, in the presence of the counsel for the Applicant and for the Municipal Corporation of the Parish of Ste-Julienne de Rawdon, the Applicant and the Municipal Corporation of the Parish of Ste-Julienne de Rawdon have agreed to forward to the Committee a plan showing the agreed location of the lines to be constructed; and

WHEREAS the Committee has received from the Applicant a plan, dated April 24, 1968, showing the location and the depth at which the telephone lines are to be laid;

UPON reading the submissions filed –

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The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The Applicant is authorized to exercise its statutory powers to construct its lines of telephone along the sides, over and across or under certain public highways within the corporate limits and under the municipal jurisdiction of the Municipal Corporation of the Parish of Ste-Julienne de Rawdon, in the manner and within the limits set out in the plan dated the 24th day of April, 1968, on file with the Commission under file No. 44484.56 and forming part of this Order.

Dated at Ottawa, this 30th day of April, 1968.

(Sgd) C.W. Rump,
Secretary,
Railway Transport Committee.

COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE NO. 2184

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

RELATIVEMENT à la requête de La Compagnie de Téléphone Bell du Canada, ci-après appelée la "Requérante", en vertu de l'article 378(3) et de tous les autres articles pertinents de la loi sur les chemins de fer du Canada S.R.C. 1952, c.234, et de toute autre loi applicable en l'espèce pour l'émission d'une Ordonnance lui accordant permission d'exercer ses pouvoirs statutaires de construire ses lignes de téléphone le long de, à travers, et sous certaines rues et chemins publics dans les limites corporatives et sous la juridiction de la Corporation municipale de la paroisse de Ste-Julienne de Rawdon, dans la province de Québec, de la manière et dans les limites indiquées dans la requête:

Dossier No. 44484.56

ATTENDU QUE la Requérante a demandé au Comité, le 21^e jour de novembre, 1967, l'émission d'une Ordonnance lui accordant la permission d'exercer ses pouvoirs statutaires de construire certaines lignes de téléphone dans la Corporation municipale de la paroisse de Ste-Julienne de Rawdon au sujet desquelles la Corporation municipale de la paroisse de Ste-Julienne de Rawdon refusait de donner son consentement légal sauf sous réserve de certains termes et conditions que la Requérante déclarait ne pouvoir accepter;

ET ATTENDU QUE lors d'une audition de la requête à une séance du Comité, tenue à Joliette, le 18 avril, 1968, en présence des avocats de la Requérante et de la Corporation municipale de la paroisse de Ste-Julienne de Rawdon, la Requérante et la Corporation municipale de la paroisse de Ste-Julienne de Rawdon ont consenti de faire parvenir au Comité un plan conjoint sur lequel paraîtra l'emplacement des fils à être placés; et

ATTENDU QUE le Comité a reçu de la Requérante un plan, portant la date du 24 avril, 1968, sur lequel est montré l'emplacement et la profondeur à laquelle les fils téléphoniques devront être enfoncés;

APRÈS lecture des mémoires déposés, le Comité des transports par chemin de fer de la Commission canadienne des transports ordonne par les présentes:

La Requérante est autorisés à exercer ses pouvoirs statutaires de construire ses lignes de téléphone le long de, à travers et sous les rues et chemins publics dans les limites corporatives et sous la juridiction de la Corporation municipale de la paroisse de Ste-Julienne de Rawdon, dans la province de Québec, en la manière et dans les limites indiquées sur le plan daté le 24e jour du mois d'avril, 1968, lequel plan est déposé au dossier numéro 44484.56 de la Commission canadienne des transports et fait partie de cette Ordonnance.

Daté à Ottawa, ce 30ième jour d'avril 1968.

C.W. Rump,
Secrétaire,

Comité des transports par chemin de fer.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1913

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF Vote 120c
of Supplementary Estimates (C) 1967-
68:*

File No. 48771.3

WHEREAS Vote No. 120c of the Supplementary Estimates (C) for the fiscal year ending March 31, 1968, is as follows:

Vote 120c – To provide payments to companies subject to Order Number 96300, dated November 17, 1958, of the Board of Transport Commissioners for Canada in respect of the period April 1, 1966, to December 31, 1966, for the purpose of reimbursing the said companies for such diminution in their aggregate gross revenues during the said period as in the opinion of the said Board is attributable for such companies maintaining the rate level for freight traffic at an 8% increase instead of 17% as authorized by the said Order . . \$96,800.

AND WHEREAS the Board advised said companies, by letter dated May 8, 1967, that the deadline for receipt of claims for the period ended December 31, 1966, was August 31, 1967.

AND WHEREAS the deadline was passed and the Board determined that the total balance of claims of the said companies for the period ended December 31, 1966, was \$96,769.55.

THE RAILWAY TRANSPORT COMMITTEE NOW DETERMINES AS FOLLOWS:

Further payments in respect of claims for the period ended December 31, 1966, shall now be made to the companies and in the amounts set out hereunder:

	Amount of Payment
(1) Canadian Pacific Railway Company	\$57,996.31
(2) Canadian National Railways	37,114.54
(3) Midland Railway Company of Manitoba	1,347.41
(4) Northern Alberta Railways	216.60
(5) Ontario Northland Railway	39.90
(6) Napierville Junction Railway Company	34.59
(7) Toronto, Hamilton and Buffalo Railway Company	10.16
(8) Great Northern Railway Company	10.04

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\$96,769.55

Dated at Ottawa, this 2nd day of April, 1968.

(Sgd) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1915

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF tariffs and
supplements to tariffs covering rates
on coal and coke, filed under the
provisions of the Maritime Freight
Rates Act:*

*File Nos. 49277
34822.2
34822.8
34822.12
27425.199*

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

“A” 1. The tolls published in Tariffs C.T.C.(F) No. E.4073 and in Supplements 58, 107 and 109 thereto, as amended by Supplement No. 110 thereto, applicable from October 10, 1966 to December 21, 1966, both dates inclusive, filed by the Canadian National Railways under Sections 3 and 8 of the Maritime Freight Rates Act, are approved, subject to the provisions of Subsection 3 of Section 3 of the said Act.

2. THE RAILWAY TRANSPORT COMMITTEE HEREBY CERTIFIES that the normal tolls and the connecting railway companies' proportions of the normal tolls, for the purpose of reimbursement under Subsection 3 of Section 8 of the said Act, on traffic carried under the said Tariff C.T.C.(F) No. E.4073 and Supplements thereto, approved herein, are those certified by the Board of Transport Commissioners Order Nos. 97759, 101130, 116529, and 105996, dated respectively April 28, 1959, May 3, 1960, January 21, 1965 and October 20, 1961, increased in cents per ton of 2,000 lbs. as follows: on traffic received ex connecting lines from Chipman, N.B. 10 1/2; Sydney, N.S. 12 1/2; on all other traffic from all Stations 15.

3. The Billed and Normal connecting lines' proportions are arrived at by applying to the increased tolls the percentages specified in C.N.R. division sheet S.D. No. 224-I as amended or on a rate-pro-rate basis where the proportions are shown in cents per net ton.

“B” 1. The tolls published on 22nd revised page 49, item 940 and on 15th revised page 50, item 1000 of Tariff No. E.1360-B. C.T.C.(F) No. E.5181, applicable from

58 R.T.C.

October 10, 1966, to December 21, 1966, both dates inclusive, filed by the Canadian Pacific Railway Company under Sections 3 and 8 of the Maritime Freight Rates Act, are approved, subject to the provisions of Subsection 3 of Section 3 of the said Act.

2. THE RAILWAY TRANSPORT COMMITTEE HEREBY CERTIFIES that the normal tolls and the connecting lines' proportions of the normal tolls, for the purpose of reimbursement under Subsection 3 of Section 8 of the said Act, on traffic carried under the said Tariff C.T.C.(F) No. E.5181, approved herein, are as follows:

		Per Car
22nd revised page 49		
Item 940	From King's Siding, Scale, N.B.	\$20.62 1/2
		<u>Cents per ton of 2,000 pounds</u>
	From Pennlyn, N.B.	
	To Avon Coal Co. Siding	
	Minto, N.B.	37 1/2
	From Saint John, N.B.	
	To	
	St. Andrews, N.B.	150
		<u>Cents per ton of 2,000 pounds</u>
To Chipman, N.B.	C.N.R. Supply Coal	Coal Destined to Local Points on or reached via C.N.R.
<u>From</u>		
Iron Bound Cove, N.B.	71 1/4	68
Minto, N.B.	71 1/4	68
Pennlyn, N.B.	71 1/4	68

15th revised page 50		<u>Cents per ton of 2,000 pounds</u>		
Item 1000		<u>From</u>		
<u>To</u>		<u>Iron Bound Cove</u>	<u>Minto</u>	<u>Pennlyn</u>
Buckingham Jct.,	Que.	508	508	514
Chipman,	N.B.	199	199	199
Cornwall,	Ont.	—	—	479
Cowansville,	Que.	458	458	468
Dalhousie,	N.B.	—	2861/2	2861/2
Drummondville,	Que.	393	393	393
East Angus,	"	372	372	372
Edmundston,	N.B.	220	220	220
Fredericton,	N.B.	—	—	—
Note 2		236	236	236

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Item 1000		Cents per ton of 2,000 pounds		
To		From		
		<u>Iron Bound Cove</u>	<u>Minto</u>	<u>Pennlyn</u>
Note 3		255	—	255
Grand Falls,	N.B.	—	—	2921/2
Lancaster,	N.B.	—	—	—
Note 2		230	230	230
Note 3		255	255	255
La Tuque,	Que.	—	448	448
Lennoxville,	"	408	408	418
Magog,	"	408	408	416
Marysville,	N.B.			
Note 2		224	224	224
Note 3		243	243	243
Montreal,	Que.	408	408	408
Oromocto,	# N.B.	—	—	278
Ottawa,	Ont.	458	458	468
Quebec,	Que.	370	370	370
St. Annes,	"	443	443	443
Saint John,	N.B.			
Note 2		230	230	230
Note 3		243	243	243
St. Hyacinthe,	Que.	410	410	410
St. Stephen,	N.B.	310	310	310
Sherbrooke,	Que.	408	408	418
Thetford Mines,	"	468	468	468
Thurso,	"	508	508	514
Waterloo,	"	413	413	413
West Saint John,	N.B.			
Note 2		230	230	230
Note 3		243	243	243
Woodstock,	N.B.	310	—	310
		<u>B</u>	<u>N</u>	
# Route 503 N.B.C. by Proportions		42.3	52.9	
# Route 516 C.P.R. & }				
N.B.C. }	"	272.3	340.5	

"C" 1. The tolls published in Tariff Nos. 3A, C.T.C. No. 12 and 4A, C.T.C. No. 11, applicable from October 12, 1966, to December 21, 1966, both dates inclusive, filed by the Cumberland Railway Company under Section 8 of the Maritime Freight Rates Act, are approved, subject to the provisions of Subsection 3 of Section 3 of the said Act.

2. THE RAILWAY TRANSPORT COMMITTEE HEREBY CERTIFIES that the normal tolls, for the purpose of reimbursement under Subsection 3 of Section 8 of the said Act, on traffic carried under the said Tariff Nos. C.T.C. 11 and 12 approved herein, are as follows:

Tariff C.T.C. No. 12		<u>SECTION 1</u>		
<u>From</u>		<u>To</u>		<u>Cents per Net Ton</u>
Glace Bay,	N.S.	Bridge Bank,	N.S.	95
		Glace Bay,	"	—
		Mullins Bank,	"	95
		New Waterford,	"	115
		Seaboard Power,	"	90
		Steel Plant,	"	108 3/4
		Sydney Mines,	"	125
New Waterford,	N.S.	Bridge Bank,	N.S.	95
		Glace Bay,	"	115
		Mullins Bank,	"	95
		New Waterford,	"	—
		Seaboard Power,	"	115
		Steel Plant,	"	115
		Sydney Mines,	"	125
Sydney Mines,	N.S.	Glace Bay,	N.S.	125
		Mullins Bank,	"	65
		New Waterford,	"	125
		Seaboard Power,	"	125
		Steel Plant,	"	85
		Sydney,	"	65
Mullins Bank,	N.S.	New Waterford,	N.S.	85
		Seaboard Power,	"	85

SECTION 2

Bridge Bank,	N.S.	International Pier	45
Broughton Jct.,	"		—
Glace Bay,	"		105
Mullins Bank,	"		45
New Waterford,	"		105
Sydney Mines,	"		85

SECTION 2

Tariff		<u>To</u>	<u>Cents per Net Ton</u>	
<u>C.T.C. No. 12</u>	<u>From</u>		<u>A</u>	<u>B</u>
	Bridge Bank,	N.S. Interchange	321/2	321/2
	Broughton Jct.,	"	1071/2	1071/2
	Glance Bay,	"	921/2	921/2
	Mullins Bank,	"	321/2	321/2
	New Waterford,	"	921/2	921/2

SECTION 4

All points between Sydney, N.S. and Victoria Jct., N.S. inclusive.	}	Glance Bay, N.S.	143 3/4
		New Waterford, N.S.	143 3/4

Tariff		<u>Cents per ton of 2,000 pounds</u>	
<u>C.T.C. No. 11</u>	<u>Distance in Miles</u>	<u>A</u>	<u>B</u>
	5	115	130
	10	125	140
	20	135	150
	30	145	160
	40	155	170
	50	165	180
	60	175	190

Dated at Ottawa, this 4th day of April, 1968.

(Sgd.) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-1957

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of Canadian National Railways, herein called the "Applicants", for a declaration by the Committee as required by section 3(1) of the regulations entitled "Regulations Governing Applications to Discontinue Railway Passenger-Train Service" Prescribed by Order No. R-1421 dated the 9th day of February, 1968, in respect of trains numbers 620-623-624-625 and 626 operating between Montreal and Sherbrooke, in the Province of Quebec:

File No. 27563.100

WHEREAS subsection (4) of section 3 of the said regulations provides that "Unless otherwise ordered, if the Committee does not, within forty-five days from the date of the notice prescribed in subclause (2) of this clause, declare the train or trains involved to comprise a passenger-train service, the Company may, without any further notice, but not earlier than sixty days from the date of the notice prescribed in subclause (2) of this clause, cease operating the train or trains involved."; and

WHEREAS unless otherwise ordered by the Committee, the forty-five days provided in the said regulations would have expired on the 4th day of April, 1968, in respect of the said application; and

WHEREAS the Committee has considered that for the purpose of this application, the period within which a declaration may be made should be extended —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. Notwithstanding anything in the said regulations, if on the 18th day of April, 1968, the Committee has not declared said trains numbers 620-623-624-625 and 626 to comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act, the Applicants may, without any further notice, but not earlier than April 28, 1968, cease operating the said trains.

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2. The Applicants shall post in all stations on the line served by said trains 620-623-624-625 and 626, and in a prominent place in each coach of the said trains, in both the English and the French languages, a notice in the form attached hereto as Appendix "A" which forms part of this Order.

Dated at Ottawa, this 3rd day of April, 1968.

(Sgd) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN NATIONAL RAILWAYS
PUBLIC NOTICEMontreal, Que.
Champlain Area,
Date

Take notice that Canadian National Railways has notified the Railway Transport Committee of its intent to discontinue trains Nos. 620-623-624-625 and 626 operating between Montreal and Sherbrooke, and has requested the Committee to declare, pursuant to section 314I (1) (b) of the Railway Act, if such trains comprise a passenger-train service.

Take further notice that if, on April the 18th, 1968, the Committee has not declared trains Nos. 620-623-624-625 and 626 to comprise a passenger-train service, Canadian National Railways will cease operating such trains effective April 28th, 1968.

Therefore, effective April 28th, 1968, trains No. 621 and No. 622 will operate between Montreal and Sherbrooke with taxi service being provided between Sherbrooke and Coaticook, except on Fridays and Sundays when a train service will be operated between Sherbrooke and Coaticook. Commuter service will continue to be provided between Montreal and St. Hilaire East as at present.

Any person wishing to make representations in respect of the above may do so in writing, not later than April 16th, 1968, to C.W. Rump, Secretary, Railway Transport Committee, Canadian Transport Commission, 400 Laurier Avenue West, Ottawa 4, with a copy addressed to H. J. G. Pye, Commission Counsel, Canadian National Railways, P. O. Box 8100, Montreal, P. Q. This notice is given pursuant to a directive of the Railway Transport Committee of the Canadian Transport Commission.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2000

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of Northern Alberta Railways Company, hereinafter called the "Applicant", for a declaration by the Committee under section 314I of the Railway Act respecting passenger-trains numbers 1 and 2 operating between Edmonton (Dunvegan Yards), Alberta and Dawson Creek, British Columbia.

File No. 37954

WHEREAS the Applicant, in compliance with subsection (1) of section 3 of the "Regulations Governing Applications To Discontinue Railway Passenger-Train Service" established by Order No. R-1421, has informed the Committee of its intent to discontinue the said trains, and requested the Committee to declare if such trains comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act.

AND UPON reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby:

1. Declares train number 1, operating between Edmonton (Dunvegan Yards), Alberta, and Dawson Creek, British Columbia, and train number 2, operating between Dawson Creek, British Columbia and Edmonton (Dunvegan Yards), Alberta, each to comprise a passenger-train service for the purposes of sections 314I and 314J and the Railway Act.

2. And Orders that the Applicant shall not discontinue any of these trains without leave of the Committee having first been obtained in accordance with the provisions of section 314I of the Act and of the regulations made thereunder by Order No. R-1421 dated the 9th day of February, 1968, cited "Regulations Governing Applications to Discontinue Railway Passenger-Train Service"; and

3. Further, orders the Applicant to post in every station on the line served by these trains a notice to the effect that the Railway Transport Committee of the Canadian Transport Commission having declared trains numbers 1 and 2 each to comprise a passenger-train service for the purposes of sections 314I and 314J of the

Railway Act, the Applicant will not cease operating these trains on April 27, 1968, as intimated in the notice posted on February 26, 1968.

Dated at Ottawa, this 10th day of April, 1968.

(Sgd) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2001

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of Canadian National Railways hereinafter called the "Company", for a declaration by the Committee under section 314I of the Railway Act respecting passenger-trains numbers 620-623-625 operating daily between Montreal and Sherbrooke, 626 operating Saturday and Sunday and 624 operating daily except Saturday and Sunday between Montreal and Sherbrooke:

File No. 27563,100

WHEREAS the Company, in compliance with subsection (1) of section 3 of the "Regulations Governing Applications To Discontinue Railway Passenger-Train Service" established by Order No. R-1421, has informed the Committee of its intent to discontinue the said trains, and requested the Committee to declare if such trains comprise a passenger-train service for the purpose of sections 314I and 314J of the Railway Act.

AND UPON reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby:

1. Declares all the trains listed hereunder and each one of them operating between Montreal and Sherbrooke, in the Province of Quebec, to comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act:

Railiner No.	From	To
620	Montreal	Sherbrooke
624	Montreal	Sherbrooke
626	Montreal	Sherbrooke
623	Sherbrooke	Montreal
625	Sherbrooke	Montreal

2. And orders that the Company shall not discontinue any of the trains listed in section 1 herein without leave of the Committee obtained in accordance with the provisions of section 314I of the Act and of the Regulations made thereunder by

Order No. R-1421 dated the 9th day of February, 1968 cited "Regulations Governing Applications to Discontinue Railway Passenger-Train Service"; and

3. Orders the Company to post in every station on the line served by these trains a notice to the effect that the Railway Transport Committee of the Canadian Transport Commission having declared trains Nos. 620-623-624-625 and 626 each to comprise a passenger-train service, the Company will not cease operating these trains as intimated in the Notices posted on February 19 and April 5, 1968.

The Notice shall also contain the new proposed schedule of the said trains as shown on page 4, table 14, of Canadian National Railways, Grand Trunk Railway System, System Circular 145, dated April 5, 1968, on file with the Commission under file No. 27563.100.

Dated at Ottawa, this 10th day of April, 1968.

(Sgd) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2109

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application, under Section 353 of the Railway Act, of the Canadian Freight Association (Western Lines), hereinafter called the Applicant, for authority to publish a rate on Ore, Copper-Nickel, from Kashabowie, Ontario, to Copper Cliff, Ontario, subject to a limitation of liability:

File No. 40615.23

UPON reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission, hereby orders:

That a limitation of liability not exceeding \$50.00 per 2,000 pounds is authorized in respect of proposed publication by Applicant of rate of \$11.17 per 2,000 pounds on Ore, Copper-Nickel, carload minimum weight 140,000 pounds, subject to the provisions of Canadian Freight Association Tariff of Reduced Rates No. 76-D, Agent G.H. Mitchell's C.T.C.(F) No. 719, from Kashabowie, Ontario, to Copper Cliff, Ontario.

Dated at Ottawa, this 23rd day of April, 1968.

(Sgd.) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2183

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the Canadian Freight Association (Western Lines), hereinafter called the "Applicant", under Section 353 of the Railway Act, for authority to publish carload rates on Zinc Concentrates from mileage 60.6 Peace River Subdivision of the Northern Alberta Railways to Anaconda and Black Eagle, Montana, subject to limitation of liability:

File No. 40615.24

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability is authorized to the extent of the valuations stated herein in respect of the undermentioned rates on Zinc Concentrates, carload minimum weight 90% of marked capacity of car used but not less than 140,000 pounds, from mileage 60.6 Peace River Subdivision of the Northern Alberta Railways to (a) Anaconda, Montana, and (b) Black Eagle, Montana, as Proportional rates, applicable only on shipments originating at Pine Point, North West Territories:

(a) To: Anaconda, Montana —

<u>*Rates per</u> <u>2,000 pounds</u>	<u>When valuation per 2,000</u> <u>pounds does not exceed</u>
\$14.25	\$ 70.00
14.89	80.00
15.52	90.00
16.03	100.00
16.80	110.00

(b) To: Black Eagle, Montana—

*Rates per
2,000 pounds

When valuation per 2,000
pounds does not exceed

\$12.34

\$ 70.00

12.85

80.00

13.36

90.00

13.87

100.00

14.51

110.00

*Subject to Tariff of Increased Rates and Charges X-256, Agent G.H. Mitchell's C.T.C.
(F) No. 746.

Dated at Ottawa, this 30th day of April, 1968.

(Sgd) C.W. Rump,
Secretary,
Railway Transport Committee.

**SUMMARY OF ORDERS ISSUED BY
THE RAILWAY TRANSPORT COMMITTEE**

(*Denotes Order printed in full)

- R-1785 March 21 — Amending Order No. R-1183 which authorized the C.N.R. to improve the automatic protection at the crossing of their railway and Highway No. 9 near Delia, Alta., at mileage 18.87 Drumheller Subd.
- R-1786 March 21 — Authorizing the C.N.R. to operate their engines, cars and trains over the subway structure carrying their tracks across Oxford Street West, City of London, Ont., at mileage 2.61 Strathroy Subd.
- R-1787 March 21 — Amending Order No. 125213 which authorized the British Columbia Department of Highways to construct an overhead bridge to carry the North Thompson Highway across the C.N.R. near Clemina, B.C., at mileage 94.96 Albreda Subd.
- R-1788 March 21 — Requiring the C.N.R. to relocate reflectorized signs at the crossing of their railway and Townline Road, between the Townships of King and Vaughan, York County, Ont., at mileage 21.99 Newmarket Subd. to another crossing at Mary Street, Oshawa at mileage 0.10 Richmond Street Spur, off mile 1.11 Oshawa Railway Spur, off mile 330.32 Kingston Subd.
- R-1789 March 21 — Approving for the period April 15 to October 15, 1968 the location of the temporary anhydrous ammonia transfer facilities of Cominco Limited at Hussar, Alta., near mileage 21.12 Irricana Subd. C.P.R.
- R-1790 March 21 — Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Shurcrop Soil Service Limited at Nobleford, Alta., at mileage 12.4 Aldersyde Subd. C.P.R.
- R-1791 March 21 — Amending Order No. R-1241 which authorized the removal of the statutory speed limitation at the crossing of the C.P.R. and the public road at mileage 126.03 Shuswap Subd. at Kamloops, B.C.

- R-1792 March 21 — Approving the location of the temporary anhydrous ammonia transfer facilities of Cominco Limited at Gem, Alta., near mileage 11.44 Gem Spur Rosemary Subd. C.P.R.
- R-1793 March 21 — Authorizing the C.N.R. to construct and maintain an additional track across Kenny Street to serve Pohle Lumber Company, at mileage 0.08 of the said track, which commences at mileage 1.23 Skeena Subd., District of Terrace, B.C.
- R-1794 March 21 — Approving the location of the temporary anhydrous ammonia transfer facilities of Barton Developments Limited at Wrentham, Alta., near mileage 68.6 Stirling Subd. C.P.R.
- R-1795 March 21 — Approving the location of the temporary anhydrous ammonia transfer facilities of Barton Developments Limited at New Dayton, Alta., near mileage 9.3 Coutts Subd. C.P.R.
- R-1796 March 21 — Approving the location of the proposed additional 12,940 imperial gallon flammable liquid storage tank, associated piping and existing tank truck transfer facilities of Imperial Oil Limited at Innisfree, Alta., near mileage 31.75 Vegreville Subd. C.N.R.
- R-1797 March 21 — Authorizing the removal of the speed limitation at the crossing of the Pennsylvania New York Central Transportation Company and Talbot Street, in Essex, Ont., at mileage 210.41 Main Line Subd.
- R-1798 March 21 — Approving the location of the proposed ammonium nitrate bulk storage and transfer facilities of Gladstone Consumers Co-operatives Limited at Gladstone, Man., near mileage 36.4 Gladstone Subd. C.N.R.
- R-1799 March 21 — Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Shurcrop Soil Service Ltd. at Carmangay, Alta., near mileage 30.5 Aldersyde Subd. C.P.R.
- R-1800 March 21 — Approving tolls to Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.

- R-1801 March 21 — Approving the location of the temporary anhydrous ammonia transfer facilities of Canadian Industries Limited at Bolton, Ont., near mileage 21.6 MacTier Subd. C.P.R.
- R-1802 March 21 — Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying Hunt Street over its tracks, in the City of Hamilton, Ont., at mileage 38.51 Hamilton Subd.
- R-1803 March 21 — Rescinding authority of Order No. 122786 and approving the location of the flammable liquid bulk storage and transfer facilities of Imperial Oil Ltd, at Redwater, Alta., near mileage 29.4 Coronado Subd. C.N.R.
- R-1804 March 21 — Approving changes in the automatic protection at the crossing of the C.P.R. and Johnville Road, in Racey, P.Q. mileage 60.22 Megantic Subd.
- R-1805 March 21 — Authorizing the British Columbia Department of Highways to construct Celgar Subdivision Road across two locations on the Nakusp Spur at mileage 0.38 (crossing A) and at mileage 0.54 (crossing B) of the C.P.R., which commences at mileage 31.29 Kaslo Subd.
- R-1806 March 21 — Authorizing the C.P.R. to operate its engines, cars and trains on the siding serving Biglow Lumber 1966 Ltd., across the highway opposite mileage 130.46 Nomegos Subd., and a public road at chainage 32 + 00 district of Sudbury, Ont., which commences at mileage 130.38 Nomegos Subd.
- R-1807 March 21 — Extending the time within which the C.N.R.' are required to improve the protection at the crossing of their railway and Wilson Street in the City of Hamilton, Ont., at mileage 0.68 Hagersville Subd.
- R-1808 March 21 — Extending the time within which the C.N.R. are required to improve the protection at the crossing of their railway and Hunter Street in Hamilton, Ont., at mileage 1.05 Hagersville Subd.

- R-1809 March 21 — Extending the time within which the C.N.R. are required to improve the protection at the crossing of their railway and Kelley Street in Hamilton, Ont., at mileage 0.62 Hagersville Subd.
- R-1810 March 21 — Extending the time within which the C.N.R. are required to improve the protection at the crossing of their railway and Rebecca Street, Hamilton, Ont., mileage 0.72 Hagersville Subd.
- R-1811 March 21 — Extending the time within which the C.N.R. are required to improve the protection at the crossing of their railway and Jackson Street, Hamilton, Ont., mileage 0.99 Hagersville Subd.
- R-1812 March 21 — Extending the time within which the C.N.R. are required to improve the protection at the crossing of their railway and Barton Street, Hamilton, Ont., mileage 0.29 Hagersville Subd.
- R-1813 March 21 — Extending the time within which the C.N.R. are required to improve the protection at the crossing of their railway and King William Street, Hamilton, Ont., mileage 0.78 Hagersville Subd.
- R-1814 March 21 — Extending the time within which the C.N.R. are required to improve the protection at the crossing of their railway and King Street in Hamilton, Ont., at mileage 0.86 Hagersville Subd.
- R-1815 March 21 — Extending the time within which the C.N.R. are required to improve the protection at the crossing of their railway and Main Street, Hamilton, Ont., at mileage 0.93 Hagersville Subd.
- R-1816 March 26 — Authorizing the Quebec Department of Roads to reconstruct overhead bridge carrying Highway No. 2 over the C.N.R. in the City of Lauzon, P.Q., at mileage 110.78 Montmagny Subd.; authorizing the temporary diversion of Highway No. 2 by means of a temporary overhead bridge across the C.N.R. at mileage 110.79 Montmagny Subd.; authorizing the removal

of a temporary overhead bridge upon completion of the reconstruction; and authorizing the Railways to operate past the restricted clearances.

- R-1817 March 26 — Exempting the C.P.R. from erecting and maintaining right of way fences on the south side of its Windsor Subd. between mileages 90.14 and 90.84, Ont.
- R-1818 March 26 — Authorizing the C.N.R. to operate their engines, cars and trains on the bridge over Battle River, near Lindequist, Sask., mileage 1.3 Cutknife Subd.
- R-1819 March 26 — Authorizing the C.N.R. to construct a ballast pit siding commencing at mileage 71.23 Camrose Subd. across the following crossings: First Ave. at chainage 4+06.8, public road at mileage 0.11, Government Road (unopened) at chainage 6+78.3 in the SW1/4-3-44-21 W4M, County of Camrose No. 22, near the Village of Ferintosh, Alta.
- R-1820 March 26 — Authorizing the Trans-Canada Pipe Lines Ltd. to construct a 36 inch pipe across and under the right of way of the C.P.R. in the SW1/4-1-15-33, W1M, Sask., at mileage 98.83 Broadview Subd.
- R-1821 March 26 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway in Honeydale, N.B., at mileage 19.16 St. Stephen Subd.
- R-1822 March 26 — Rescinding authority of Order No. 119380 and authorizing the C.N.R. to construct a diversion road (Wentworth Street) to eliminate the existing crossing of Thornton Road, Oshawa, Ont., and their railway at mileage 302.19 Kingston Subd. and upon the closing of the existing crossing to relocate the reflectorized signs to another crossing of a highway at mileage 33.94 Burford Subd.
- R-1823 March 26 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Kyes Road, west of Lansdowne, Ont., at mileage 149.87 Kingston Subd.

- R-1824 March 26 – Requiring the C.P.R. to improve the automatic protection at the crossing of its railway and St. Jean Street in Yamachiche, P.Q., at mileage 67.43 Trois Rivières Subd.
- R-1825 March 26 – Amending Order No. 121743 which required the Toronto, Hamilton and Buffalo Railway Company to install automatic protection at the crossing of its railway and Papple's Road, County of Brant, Ont., mileage 58.03 Waterford Subd.
- R-1826 March 26 – Requiring the C.P.R. to relocate the reflectorized signs from the the crossing of its railway and 34th Avenue in the City of Edmonton, Alta., at mileage 93.47 Leduc Subd. to another crossing of a public road at mileage 0.44 Cement Plant Lead which commences at mileage 163.40 Willingdon Subd.
- R-1827 March 26 – Requiring the C.P.R. to relocate the reflectorized signs from the crossing of its railway and Provincial Road No. 205 at Carey, Man., at mileage 32.24 Emerson Subd. to another crossing of a public road at mileage 42.75 Winnipeg Beach Subd.
- R-1828 March 26 – Apportioning the cost of removal or relocation of the Utilities' facilities in connection with the construction of the subway to carry County Road No. 4 (Dixie Road) across and under the tracks of the C.P.R. Twp. of Toronto, County of Peel, Ont., at mileage 12.58 Galt Subd.
- R-1829 March 26 – Authorizing the Trans-Canada Pipe Lines Ltd. to construct a 36 inch pipe across and under the right of way and track of the C.P.R. in the NE1/4-19-18-13-W3M, Sask., at mileage 15.82 Stewart Valley Subd.
- R-1830 March 26 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Normandie Boulevard, in Farnham, P.Q., at mileage 6.88 Adirondack Subd.
- R-1831 March 26 – Approving the location of the flammable liquid tank car unloading rack of Imperial Oil Ltd., at Spiritwood, Sask., near mileage 49.52 Amiens Subd. C.N.R.
- R-1832 March 26 – Amending Order No. 125269 which authorized the Trans Mountain Oil Pipe Line Company to construct one 24-inch crude oil loading pipe line and one 12-inch water line under the right of way and tracks of the C.P.R. near Vancouver, B.C., at mileage 120.9 Cascade Subd.
- R-1833 March 26 – Approving toll in Supplement No. 6 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.

- R-1834 March 26 — Approving tolls to Tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A. (C.P.R.)
- R-1835 March 26 — Approving toll in Tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A. (C.P.R.)
- R-1836 March 26 — Approving toll published to Halifax, N.S. in Supplement No. 6, to Agreed Charge Tariff of the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-1837 March 27 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Pharmacy Avenue, in Scarboro, Ont., at mileage 201.95 Belleville Subd.
- R-1838 March 27 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Provincial Highway No. 94, at Callander, Ont., at mileage 219.65 Newmarket Subd.
- R-1839 March 27 — Approving changes to the automatic protection at the crossing of the C.N.R. and North-West Range Road, in St. Edward, P.Q., at mileage 118.90 Drummondville Subd.
- R-1840 March 27 — Rescinding authority of Order No. 120979 and approving the location of the flammable bulk storage and transfer facilities of Imperial Oil Limited at Eatonia, Sask., near mileage 10.0 Mantario Subd. (C.N.R.)
- R-1841 March 27 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Burwell Road, in St. Thomas, Ont., at mileage 32.40 St. Thomas Subd.
- R-1842 March 27 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Vanier Boulevard, in St. Jean, P.Q., at mileage 21.57 Rouses Point Subd.
- R-1843 March 27 — Authorizing the removal of the speed limitation at the crossing of the Quebec Central Railway and a public road at East Angus, P.Q., at mileage 16.94 Vallee Subd.
- R-1844 March 27 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Highway No. 68, at McKerrow, Ont., at mileage 43.01 Webbwood Subd.
- R-1845 March 27 — Approving changes in the automatic protection at the crossing of the C.N.R. and the Highway, in the Village of Sebringville, Ont., at mileage 5.15 Goderich Subd.
- R-1846 March 27 — Authorizing Quebec Department of Roads to construct an overhead bridge to carry a highway across and over the Quebec Central Railway in the Mun. of the Parish of Notre-

Dame de la Providence, County of Beauce, P.Q., at mileage 18.53 Chaudiere Subd.

- R-1847 March 27 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Avenue “C” and 40th Street, in Saskatoon, Sask., at mileage 4.48 Warman Subd.
- R-1848 March 27 – Authorizing the C.N.R. to remove the caretaker and shelter at Dalhousie Junction, in N.B., mileage 164.3 Newcastle Subd.
- R-1849 March 27 – Authorizing the C.N.R. to operate their engines, cars and trains over their bridge over Silver Creek, near Seaforth, Ont., at mileage 24.6 Goderich Subd.
- R-1850 March 27 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying Charest Boulevard West across its track in the City of Quebec, P.Q., at mileage 0.40 Wolfe’s Cove Branch.
- R-1851 March 27 – Authorizing the Town of Smiths Falls, Ont., to improve and widen William Street where it crosses the C.N.R. at mileage 35.11 Smiths Falls Subd. and requiring the Railways to relocate and revise the existing automatic protection at the main line crossing to provide for the widened crossing.
- R-1852 March 28 – Authorizing the City of Red Deer, Alta., to construct 32nd Street across the C.P.R. at mileage 92.16 Red Deer Subd. and requiring the Railway to install automatic protection at the said crossing.
- R-1853 March 28 – Authorizing the C.P.R. to operate its engines, cars and trains over the subway structure carrying its tracks over Second Avenue East, City of Moose Jaw, Sask., at mileage 135.0 Indian Head Subd.
- R-1854 March 28 – Authorizing the County of Brant to reconstruct East River Road, in the Town of Parish, Ont., where it crosses the C.P.R. at mileage 12.72 of the Port Dover to Galt Branch.
- R-1855 March 28 – Authorizing the C.N.R. to remove the station agent and the station building at Port Hastings, N.S., mileage 9.5 Sydney Subd.
- R-1856 March 28 – Rescinding authority of Order No. 60300 and authorizing the removal of the speed limitation at the crossing of the C.N.R. and Highway No. 14 (Church Street) at Ormstown, P.Q., mileage 48.51 Massena Subd.
- R-1857 March 28 – Rescinding authority of Order No. 100417 and approving the location of the flammable liquid bulk storage and transfer

facilities of Imperial Oil Limited at St. Jerome, P.Q., near mileage 13.2 Ste. Agathe Subd. C.P.R.

- R-1858 March 28 — Approving changes to the automatic protection at the crossing of the C.N.R. and Indian Line Road, west of Rexdale, Ont.
- R-1859 March 28 — Authorizing the C.N.R. to install signals on their Montfort Subdivision between mileages 4 and 7 at Roxboro, P.Q.
- R-1860 March 28 — Exempting the C.N.R. from application of section 53(1) of General Order E-14 provided that no engines or trains clear the main track at the siding at mileage 2.62 Walkley Line, Ottawa, Ont.
- R-1861 March 28 — Authorizing the City of Lachine, P.Q. to construct Fairway Street at mileage 0.33, Francois Cusson Street at mileage 0.70 and 46th Avenue at mileage 0.94 across the Summerlea-Industrial Spur, C.P.R. which commences at mileage 3.30 Winchester Subd.
- R-1862 March 28 — Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 44.0 and 45.0 on the east side of its Hoadley Subd., Alta.
- R-1863 March 28 — Authorizing the City of Lachine, P.Q. to construct Fairway Street at mileage 0.31 and Francois Cusson Street at mileage 0.53 across the Meadowbrook Spur, C.P.R., which commences at mileage 3.70 Winchester Subd.
- R-1864 March 28 — Amending Order No. R-1079 which authorized the C.N.R. to operate their engines, cars and trains on the Northumberland Strait crossing approach track serving the Federal Department of Public Works, commencing at mileage 31.1 Tormentine Subd., N.B. and crosses the Trans Canada Highway at mileage 0.87 and Murray Corner Road at mileage 2.55.
- R-1865 March 28 — Rescinding authority of Order No. 120187 which authorized the C.P.R. to construct a siding to serve Prime Packers Limited, across Ethel Avenue, in Toronto, Ont., at mileage 5.46 Galt Subd.
- R-1866 March 28 — Approving changes in the automatic protection at the crossing of the C.N.R. and Bridge Street, in Hastings, Ont., at mileage 41.20 Campbellford Subd.
- R-1867 March 29 — Approving for the period April 23 to October 22, 1968 the location of the temporary anhydrous ammonia transfer facilities of James Milligan Farms Limited at Fort Saskatchewan, Alta., near mileage 113 Vegreville Subd. C.N.R.

- R-1868 March 29 – Approving Supplement No. 2 to Traffic Agreement dated February 23, 1967 between The Bell Telephone Company of Canada and Le Telephone de Ste-Francoise.
- R-1869 March 29 – Approving Appendix “A” to Traffic Agreement dated July 4, 1956 between The Bell Telephone Company of Canada and La Cie de Telephone de St-Gerard.
- R-1870 March 29 – Approving Appendix “A” to Traffic Agreement dated December 22, 1951 between The Bell Telephone Company of Canada and La Tuque Telephone Company.
- R-1871 March 29 – Approving the location of the temporary anhydrous ammonia transfer facilities of Canadian Industries Limited at Blenheim, Ont., Chesapeake and Ohio Railway Company.
- R-1872 March 29 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road in Waitville, Sask., at mileage 81.77 Prince Albert Subd.
- R-1873 March 29 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the public road, west of the station at Punni-chy, Sask., at mileage 72.65 Watrous Subd.
- R-1874 March 29 – Authorizing the C.N.R. to remove the station agent at St. Isidore, P.Q., mileage 209.4 Monk Subd. and dismissing the Railways’ application to replace the station building with a shelter.
- R-1875 March 29 – Authorizing the C.N.R. to operate their engines, cars and trains over the bridge over Serviceberry Creek, Alta., at mileage 94.7 Drumheller Subd.
- R-1876 March 29 – Authorizing the C.N.R. to remove the station agent at Cascapedia, P.Q. provided a resident caretaker is appointed to perform certain duties and dismissing the Railways’ application to remove the station at mileage 60.6 Cascapedia Subd.
- R-1877 March 29 – Authorizing the C.N.R. to remove the station agent at Lacadena, Sask., provided a resident caretaker is appointed to perform certain duties.
- R-1878 March 29 – Authorizing the C.N.R. to operate their engines, cars and trains over the bridge over Serviceberry Creek, Alta., mileage 94.3 Drumheller Subd.
- R-1879 March 29 – Authorizing the C.N.R. to operate their engines, cars and trains over the bridge over Serviceberry Creek, Alta., at mileage 99.8 Drumheller Subd.

- R-1880 March 29 — Amending Order No. R-589 which authorized the C.N.R. to construct an additional track across the public road at mileage 0.02 on the industrial lead track commencing at mileage 0.90 Industrial Lead serving Northwestern Pulp and Paper Limited, off mileage 184.53 Edson Subd., Town of Hinton, Alta.
- *R-1881 March 29 — Amending Order No. R-1336 which authorized C.N.R. to open their Bruce Lake branch line commencing at mileage 50.3 Redditt Subd., near Amesdale, Ont., and ending in the vicinity of Bruce Lake, (See page 141, 58 R.T.C.)
- R-1882 March 29 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Point Couchuching Road, in Orillia, Ont., at mileage 87.92 Newmarket Subd.
- R-1883 March 29 — Approving revision to tariffs filed by The Bell Telephone Company of Canada.
- R-1884 March 29 — Authorizing the C.N.R. to remove the station agent at Paspebiac, P.Q., provided a resident caretaker is appointed to perform certain duties and dismissing the Railways' application to remove the station at mileage 3.6 Chandler Subd.
- R-1885 March 29 — Amending Order No. R-997 by substituting Marathon Realty Company Limited in lieu of the C.P.R. Co. as applicant for authority to construct a parking and road transportation terminal structure across the tracks of the C.P.R. in the vicinity of the station in Calgary, Alta., at mileage 0.0 Laggan Subd.
- R-1886 March 29 — Extending the time within which the C.P.R. is required to install automatic protection at the crossings of its sidings and Stevenson Road, in Oshawa, Ont.
- R-1887 March 29 — Authorizing the City of Saskatoon, Sask., to widen 22nd Street where it crosses Saskatoon Industrial Lead No. 2 of the C.P.R. at mileage 0.43 of the Industrial Lead, head block of which is located at mileage 113.21 Wilkie Subd.
- R-1888 March 29 — Approving the location of the C.P.R. new passenger station at the corner of Tecumseh Road and Crawford Avenue, in Windsor, Ont.
- R-1889 March 29 — Approving for the period April 15 to October 15, 1968, the location of a temporary anhydrous ammonia transfer facilities of Canadian Industries Limited at Orangeville, Ont., near mileage 34.35 Orangeville Subd., C.P.R.
- R-1890 March 29 — Authorizing the C.N.R. to remove the station agent at Stewiacke, N.S., mileage 46.7 Bedford Subd., provided a resident caretaker is appointed to perform certain duties.

- R-1891 March 29 – Authorizing the C.N.R. to operate their engines, cars and trains over the bridge at mileage 68.3 Drumheller Subd., Alta.
- R-1892 March 29 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway near Oakshela, Sask., at mileage 8.2 Indian Head Subd.
- R-1893 March 29 – Authorizing the Trans-Canada Pipe Lines Limited to construct a 36-inch pipe line across and under the track of the C.P.R. in the N 1/2-30-17-26-W2M mileage 7.58 Outlook Subd., Sask.
- R-1894 March 29 – Approving for the period March 15 to September 15, 1968, the location of the temporary anhydrous ammonia transfer facilities of Cominco Limited, at Benalto, Alta., near mileage 24.6 Alberta Central Subd., C.P.R.
- R-1895 March 29 – Approving for the period March 15 to September 15, 1968, the location of the temporary anhydrous ammonia transfer facilities of Cominco Limited, at Niobe, Alta., near mileage 78.2 Red Deer Subd. C.P.R.
- R-1896 March 29 – Approving for the period March 15 to September 15, 1968, the location of a temporary anhydrous ammonia transfer facilities of Cominco Limited, at Alix, Alta., near mileage 80.1 Lacombe Subd., C.P.R.
- R-1897 March 29 – Approving for the period March 15, to September 15, 1968, the location of a temporary anhydrous ammonia transfer facilities of Cominco Limited, at Erskine, Alta., near mileage 64.4 Lacombe Subd., C.P.R.
- R-1898 March 29 – Approving for the period March 15 to September 15, 1968 the location of the temporary anhydrous ammonia transfer facilities of Cominco Limited, at Red Deer, Alta., near mileage 3.5 Leduc Subd., C.P.R.
- R-1899 March 29 – Approving for the period March 15 to September 15, 1968, the location of the temporary anhydrous ammonia transfer facilities of Cominco Limited, at Stettler, Alta., near mileage 57.1 Lacombe Subd., C.P.R.
- R-1900 March 29 – Approving the toll published in Supplement No. 37 to Tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A. (Canada and Gulf Terminal Railway).
- R-1901 March 29 – Approving the toll published in Tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- R-1902 March 29 – Approving the tolls published in Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.

- R-1903 March 29 — Approving the toll published in Tariff filed by the Dominion Atlantic Railway Company under Section 8 of the M.F.R.A.
- R-1904 March 29 — Approving the toll published in Tariff filed by the Dominion Atlantic Railway Company under Section 8 of the M.F.R.A.
- R-1905 March 29 — Approving the tolls published in Tariff filed by the Dominion Atlantic Railway Company under Section 8 of the M.F.R.A.
- R-1906 March 29 — Approving the tolls published in Tariff filed by the Dominion Atlantic Railway Company under Section 8 of the M.F.R.A.
- R-1907 March 29 — Approving the tolls published in Tariff filed by the Dominion Atlantic Railway Company under Section 8 of the M.F.R.A.
- R-1908 April 1 — Authorizing the C.N.R. to construct a siding to serve W. McNally and Company crossing St. Georges Street in the Town of Le Moyne, Chambly County, P.Q., opposite mileage 0.19 on spur track off mileage 69.36 St. Hyacinthe Subd.
- R-1909 April 1 — Authorizing the C.N.R. to remove the caretaker and station building at Elgin, Ontario, Smiths Falls Subd.
- R-1910 April 1 — Authorizing the C.N.R. to remove the caretaker and station building at Ardbeg, Ont., at mileage 172.1 Bala Subd.
- R-1911 April 2 — Approving tolls and arbitraries published from stations east of Diamond, Levis, and Boundary, Quebec, in Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-1912 April 2 — Authorizing the District of Coquitlam, B.C., to reconstruct and widen Pitt River Road where it crosses the track of the C.P.R. at mileage 1.52 Westminster Subd., and requiring the Railway to relocate the existing protection to provide for the widened crossing.
- *R-1913 April 2 — Determining further payments to companies subject to Order Number 96300, in respect to the period April 1, 1966, to December 31, 1966, in the amount of \$96,800.00 as provided by Vote 120c in the Supplementary Estimates (C) for the fiscal year ending March 31, 1968. (See page 177, 58 R.T.C.)
- R-1914 April 4 — Authorizing Carleton University of Ottawa, Ont., construct an overhead bridge carrying campus road (opposite Sunnyside Ave.) across and over the track of the C.P.R. and the C.N.R. at mile 2.86 Ellwood Subd. and approving the temporary overhead clearances.
- *R-1915 April 4 — Approving tolls to tariffs covering rates on coal and coke filed by the C.N.R. under Sections 3 and 8, by the C.P.R. under

Sections 3 and 8 and by the Cumberland Railway under Section 8 of the M.F.R.A. and certifying normal tolls and the railway's proportions of the normal tolls for reimbursement (See page 179, 58 R.T.C.)

- R-1916 April 5 – Authorizing the Town of High River, Alta., to reconstruct Second Street North where it crosses the track of the C.P.R. at mileage 38.24 MacLeod Subd.
- R-1917 April 5 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 262, in Minnedosa, Man., at mileage 77.52 Minnedosa Subd.
- R-1918 April 5 – Authorizing the C.N.R. to remove the agent at Flaxcombe, Sask., mileage 22.6 Oyen Subd.
- R-1919 April 5 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and St. Pierre Street in the Village of St. Raymond, Portneuf County, P.Q., at mileage 34.51 St. Raymond Subd.
- R-1920 April 5 – Authorizing the C.N.R. to construct their Bruce Lake Branch at grade across Secondary Highway No. 657 in the Red Lake Mining Division, District of Kenora (Patricia Portion), Ont., at mileage 49.4 Bruce Lake Branch Line.
- R-1921 April 5 – Approving revision to tariff filed by The Bell Telephone Company of Canada.
- R-1922 April 5 – Requiring the Northern Alberta Railways Company during the calendar year 1968 to install and maintain reflectorized signs at certain crossings of its railway on the Edmonton, Grande Prairie, Lac la Biche, Peace River and Waterways Subdivisions.
- R-1923 April 5 – Authorizing the City of Cornwall, Ontario, to construct an extension of Sydney Street across the tracks of the C.N.R. at mileage 2.03 Cornwall Spur and upon completion requiring the railways to install automatic protection at the said crossing.
- R-1924 April 5 – Authorizing the C.P.R. to remove the station at Ottawa West, Ont., at mileage 4.9 Ellwood Subd., replacing it with a heated shelter at mile 4.84.
- R-1925 April 5 – Authorizing the City of Port Colborne, Ont., to construct a 21-inch storm sewer across and under the track of the C.N.R. at mile 1.03 Elm Street Spur, off mileage 19.61 Dunnville Subd.
- R-1926 April 5 – Assessing the cost of maintenance and operation of the automatic protection at the crossing of the C.P.R. and Lauzon Road, Township of Sandwich South, Ont., mileage 104.71 Windsor Subd., on the Windsor Suburban Roads Commission and the Railway.

- R-1927 April 5 - Requiring the C.N.R. to relocate the reflectorized signs at the crossing of their railway and Sherman Avenue, between Burlington and Gerrard Streets, Hamilton, Ont., mileage 1.46 North and Northwest Spur, to another crossing at Simcoe Street in Oshawa, at mileage 4.50 Oshawa Railway Spur.
- R-1928 April 5 - Amending Order No. 116804 which authorized the Township of Albion, Ont., to reconstruct the overhead bridge carrying 20th Side Road across and over the track of the C.P.R. between Lots 20 and 21, in Concession 6, Township of Albion, at mileage 27.82 MacTier Subd.
- R-1929 April 5 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Thompson Road in London, Ont., at mileage 1.62 Talbot Subd.
- R-1930 April 5 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and St. Etienne Road East, Parish of St. Benoit, Deux-Montagnes County, P.Q., at mileage 5.25 Grenville Subd.
- R-1931 April 5 - Requiring the Quebec Central Railway to install automatic protection at the crossing of its railway and Ste-Therese West Road, Parish of Ste-Henedine, Dorchester County, P.Q. at mileage 4.49 Levis Subd.
- R-1932 April 5 - Imposing a maximum speed limitation of thirty miles per hour on all engines, cars and trains of the C.P.R. over its branch line commencing at mileage 16.42 Wilkie Subd., Sask.
- R-1933 April 5 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Highway No. 3 near Fort Macleod, Alta., at mileage 30.72 Crowsnest Subd.
- R-1934 April 5 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway near Coalhurst, Alta., mileage 7.86 Crowsnest Subd.
- R-1935 April 5 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Dixie Road, Mississauga, Ont., at mileage 12.58 Galt Subd.
- R-1936 April 5 - Requiring the C.N.R. to relocate the reflectorized signs at the crossing of their railway and Highway No. 636, Township of Clute, Ont., at mileage 6.41 Kapuskasing Subd., to another crossing at Horton Street, London, at mileage 0.26 Roundhouse Lead off mileage 77.48 Dundas Subd.
- R-1937 April 5 - Authorizing the Nova Scotia Department of Lands and Forests to construct a road to a picnic and camping area across the

- track of the Dominion Atlantic Railway in the Municipality of East Hants, County of Hants, N.S. mileage 37.3 Truro Subd.
- R-1938 April 5 - Exempting the C.P.R. from erecting and maintaining right of way fences between specific mileages on its Glenboro Subd., Man.
- R-1939 April 5 - Approving the closing of the level crossings of the C.N.R. at mileages 11.73 and 13.82 Duck Lake Subd., in the R. M. of Warman No. 374, Sask., and to relocate the existing reflectorized signs to other crossings of public roads at mileages 1.08 and 1.50 Northgate Subd.
- R-1940 April 5 - Requiring the C.N.R. to install automatic protection at the crossing of their railway Clemville Road, Township of Port Daniel West, County of Bonaventure, P.Q., mileage 21.23 Chandler Subd.
- R-1941 April 5 - Requiring the Quebec Central Railway to install automatic protection at the crossing of its railway and Front Trait Carre Road in Riviere Boyer, Levis County, P.Q., at mileage 17.19 Levis Subd.
- R-1942 April 5 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Endako Mine Road near Endako, B.C., at mileage 114.78 Nechako Subd. and to relocate the reflectorized signs to another crossing of a public road at mileage 49.20 Doddsland Subd., Sask.
- R-1943 April 5 - Requiring the Northern Alberta Railways to relocate the reflectorized signs at the crossing of its railway and highway No. 43.93 in Woking, Alta., mileage 12.98 Grande Prairie Subd., to another crossing of a public road at mileage 54.63 Grande Prairie Subd.
- R-1944 April 5 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Simplot Chemical Company Limited at Bon Accord, Alta., near mileage 8.4 Lac la Biche Subd., Northern Alberta Railways Company.
- R-1945 April 5 - Requiring the C.N.R. to relocate the reflectorized signs at the crossing of their railway and No. 5 Sideroad, between Lots 5 and 6, Concession 3, Township of Esquesing, at mileage 32.24 Halton Subd., to another crossing of a public road at mileage 75.40 Midland subd.
- R-1946 April 5 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge over Serviceberry Creek, Alta., at mileage 83.0 Drumheller Subd.

- R-1947 April 5 — Rescinding authority of Order No. R-1448 which required the C.N.R. to relocate the reflectorized signs at the crossing of their railway and Princetown Road at Bradalbane, P.E.I. at mileage 27.95 Kensington Subd. to another crossing at Peel Street, Woodstock, Ont., at mileage 0.28 Hickson Spur off mileage 49.44 Dundas Subd.
- R-1948 April 5 — Authorizing the Township of McNab to make improvements at the crossing of Township Road and the C.N.R. Lot 18, Concession 8, County of Renfrew, Ont., at mileage 33.44 Renfrew Subd.
- R-1949 April 5 — Authorizing the Township of McNab to make improvements at the crossing of Township Road and the C.N.R., Lot 15, between Concessions 9 and 10, County of Renfrew, Ont., at mileage 31.74 Renfrew Subdivision.
- R-1950 April 5 — Authorizing the Township of McNab to make improvements at the crossing of the Township Road and the C.N.R. Lot 20, Concession 7, County of Renfrew, Ont., at mileage 34.80 Renfrew Subd.
- R-1951 April 5 — Rescinding authority of Order No. 123885, and authorizing the C.N.R. to have the agent at Port Rexton in Newfoundland to keep the stations at both Port Rexton and Trinity Junction open for specified periods each day.
- R-1952 April 5 — Authorizing the Department of Indian Affairs and Northern Development to reconstruct the highway where it crosses at grade the track of the C.N.R. between Concessions 1 and 2, Township of Rama, Ont., at mileage 92.05 Newmarket Subd., and upon completion requiring the Railways to install automatic protection at the said crossing.
- R-1953 April 5 — Requiring the C.N.R. to relocate the reflectorized signs at the crossing of their railway and Pleasant Street, in North Sydney, N.S. at mileage 0.31 Wharf Spur to another crossing at St. Vincent Street in Meaford, Ont., at mileage 52.25 Meaford Subdivision.
- R-1954 April 5 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and St. Leon Street, Town of St. Tite, P.Q. at mileage 7.34 Linton Subd.
- R-1955 April 5 — Approving tolls published in Tariff filed by the Dominion Atlantic Railway Company under Sections 3 & 8 of the M.F.R.A. and rescinding authority of Order No. 123588.

- R-1956 April 5 — Approving tolls published in Supplement No. 214 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A. and rescinding authority of Order No. 124836
- *R-1957 April 3 — Authorizing the C.N.R., if by April the 18th, 1968, the Committee has not declared the said trains Nos. 620-623-624-625 and 626 to comprise a passenger train service for the purposes of section 314I and 314J of the Railway Act, and without further notice but not earlier than April 28, 1968, to cease operating the said trains and requiring the Railways to post in all stations on the line served by the said trains and in a prominent place in each coach a notice to this effect in both the English and French languages. (See page 184, 58 R.T.C.)
- R-1958 April 5 — Approving for the period April 1, to October 1, 1968, the location of the proposed temporary anhydrous ammonia transfer facilities of Shur Crop Oil Service Limited at Fort MacLeod, Alta., near mileage 31.7 Crowsnest Subd. C.P.R.
- R-1959 April 5 — Approving for the period April 1 to October 1, 1968, the location of the proposed temporary anhydrous ammonia transfer facilities of the Upshaw Fertilizer Company of Calgary, at Ardenode, Alta., near mileage 103.0 Drumheller Subd. C.N.R.
- R-1960 April 5 — Approving for the period April 1 to October 1, 1968, the location of the proposed temporary anhydrous ammonia transfer facilities of Spruce Alberta Farms Limited, at Spruce Grove, Alta., near mileage 19.9 Edson Subd. C.N.R.
- R-1961 April 5 — Approving for the period April 1 to October 1, 1968, the location of the proposed temporary anhydrous ammonia transfer facilities at Spruce Grove Feed and Farm Supplies Limited at Spruce Grove, Alta., near mileage 19.69 Edson Subd. C.N.R.
- R-1962 April 8 — Rescinding authority of Order No. R-596 and approving the location of the flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Fairview, Alta., near mileage 97.4 Peace River Subd. Northern Alberta Railways Company.
- R-1963 April 8 — Authorizing the City of Trois Rivières, P.Q. to construct Des Recollets Blvd., across the track of the C.P.R. at mileage 2.08 St. Maurice Valley Subd.
- R-1964 April 8 — Approving the changes to the automatic protection at the crossing of the C.N.R. and highway No. 83 at Exeter, Ont., mileage 27.67 Exeter Subd.

- R-1965 April 8 - Amending Order No. 119197 which authorized the Quebec Department of Roads to widen Grande Ligne de l'Anse Road where it crosses the track of the C.P.R. in the Parish of Ste-Madeleine-de-Rigaud, County of Vaudreuil, P.Q. mileage 14.19 Montreal and Ottawa Subd.
- R-1966 April 8 - Amending Order No. 122461 which authorized the C.N.R. to install automatic protection at the crossing of their railway and Chatham Suburban Roads Commission Road No. 27, in Chatham, Ont.. at mileage 63.86 Chatham Subd.
- R-1967 April 8 - Authorizing the removal of the speed limitation at the crossing of the C.P.R., Provincial Highway No. 101, Man., at mileage 5.77 Winnipeg Beach Subd.
- R-1968 April 8 - Authorizing the British Columbia Department of Highways to reconstruct and widen Highway No. 4 where it crosses the track of the C.P.R. in Alberni, B.C. at mileage 36.92 Port Alberni Subd. and requiring the Railway to relocate and revise the automatic protection to provide for the widened crossing.
- R-1969 April 8 - Authorizing the C.N.R. to widen and improve Rue de la Métropole, City of Jacques Cartier, P.Q., at mileage 0.17 of wye track, which commences at mileage 7.28 Sorel Subd.
- R-1970 April 8 - Approving toll published in Tariff filed by the Canadian Freight Association under Sections 3 & 8 of the M.F.R.A.
- R-1971 April 8 - Approving the location of the proposed additional piping, fencing and new office and warehouse building of Texaco Canada Limited at its flammable liquid installation in St. Jean, Port Joli, P.Q. near mileage 56.38 Montmagny Subd. C.N.R.
- R-1972 April 8 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Highway No. 12, near Altario, Alta., at mileage 53.35 Coronation Subd.
- R-1973 April 8 - Requiring the C.N.R. to relocate the reflectorized signs from the crossing of their railway and the highway, Township of March, Ont., between Lots 17 & 18, Concession 4, at mileage 20.27 Beachburg Subd. to another crossing of their railway and Main Street, in the City of Woodstock, Ont., at mileage 0.11 Mosaic Lead off mileage 50.48 Dundas Subd.

- R-1974 April 8 - Approving the location of the Bunker "C" Flammable liquid bulk storage and transfer facilities of the C.P.R. at Megantic, P.Q. near mileage 0.00 Megantic Subd. C.P.R.
- R-1975 April 8 - Approving for the period April 15 to October 15, 1968, the location of the temporary anhydrous ammonia transfer facilities of Upshaw Fertilizer Company Limited at Gem, Alta., near mileage 11.44 Gem Spur Rosemary Subd. C.P.R.
- R-1976 April 8 - Approving for the period April 15, to October 15, 1968, the location of the temporary anhydrous ammonia transfer facilities of Canadian Industries Limited at Elmstead, Ont., near mileage 100.74 Windsor Subd. C.P.R.
- R-1977 April 8 - Approving the location of the flammable liquid tank car unloading rack and existing tank truck transfer facilities of Imperial Oil Limited, at Carlyle, Sask., near mileage 86.4 Arcola Subd. C.P.R.
- R-1978 April 8 - Rescinding authority of Orders No. 83651 and No. 121002 and approving the location of flammable liquid bulk storage and transfer facilities, of the Pioneer Co-Operative Association Limited at Kyle, Sask., near mileage 37.9 Matador Subd. C.P.R.
- R-1979 April 8 - Approving the location of the proposed flammable liquid bulk storage and transfer facilities of the Lloydminster and District Agricultural Co-operative Association Limited at Maidstone, Sask., near mileage 49.9 Blackfoot Subd. C.N.R.
- R-1980 April 8 - Amending Order No. 118206 which required the C.P.R. to install automatic protection at the crossing of its railway and St. Elzear Blvd., in Vimont, P.Q., at mileage 13.78 Park Avenue Subd.
- R-1981 April 8 - Approving the changes to the automatic protection at the crossing of the C.N.R. and William Wile Road in Wileville, N.S., at mileage 81.13 Chester Subd.
- R-1982 April 8 - Requiring the Northern Alberta Railways Company to relocate the reflectorized signs at the crossing of its railway and the highway in the Village of Boyle, Alta., at mileage 72.17 Lac la Biche Subd. to another crossing of the public road at mileage 68.06 Lac la Biche Subd.
- R-1983 April 8 - Authorizing the C.N.R. to make changes to the signals at the bridge crossing the Lachine Canal in Montreal, P.Q., at mileage 1.11 Montreal Subd.

- R-1984 April 8 — Approving the retirement of the interlocking at Wellington Street Bridge of the C.N.R. over the Lachine Canal in Montreal, P.Q., at mileage 0.66 Montreal Harbour Branch.
- R-1985 April 8 — Approving tolls published in Supplement No. 3, to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 & 8 of the M.F.R.A.
- R-1986 April 8 — Approving tolls published in Supplement No. 8 to Tariff filed by the Dominion Atlantic Railway Company under section 8 of the M.F.R.A.
- R-1987 April 8 — Authorizing the C.N.R. to remove the agent at St. Siméon, P.Q., mileage 84.3 Cascapedia Subd. provided a resident caretaker is appointed to perform certain duties and dismissing application of the Railways to remove the station building.
- R-1988 April 8 — Authorizing the C.N.R. to remove the caretaker at Calder, Sask., at mileage 40.9 Tonkin Subd.
- R-1989 April 9 — Approving of By-law No. 19-68 as amended by the City of Ottawa, Ont., prohibiting the sounding of whistles at certain crossings of the C.N.R. & the C.P.R. in accordance with the provisions of section 311(1) of the Railway Act.
- R-1990 April 10 — Approving for the period April 22 to October 22, 1968, the location of the proposed temporary anhydrous ammonia transfer facilities of Simplot Chemical Company Limited near Nevis, Alta., at mileage 75.2 Endiang Subd. C.N.R.
- R-1991 April 10 — Approving for the period April 8 to October 8, 1968, the location of the proposed temporary anhydrous ammonia transfer facilities of the Simplot Chemical Company Limited at Barons, Alta., near mileage 20.5 Aldersyde Subd. C.P.R.
- R-1992 April 10 — Authorizing the C.N.R. to remove the mechanical interlocking at the crossing of their railway and the C.P.R. at mileage 70.9 Ridgeville Subd. and mileage 61.1 Emerson Subd. (C.P.R.) at Emerson, Man., and to install STOP signs.
- R-1993 April 10 — Amending Order No. R-1531 which authorized the City of Pointe-aux-Trembles, P.Q., to widen de la Rousseliere Street where it crosses the track of the C.N.R. at mileage 0.85 Longue Pointe Subd.
- *R-1994 April 10 — Granting the application of the C.P.R. to implement its Customer Service Centre at South Edmonton, Alta., to remove 41 station agents from certain stations on the Edmonton Division provided the agent at Wetaskiwin is not removed until after six months on the date of inauguration of the plan and upon an

Order of the Committee; requiring the Railway to advise the Committee of the date of the inauguration of the plan and that any station or shelter served by passenger trains, be kept clean, heated and lighted (See page 171, 58 R.T.C.).

- R-1995 April 10 — Approving for the period April 1, to October 1, 1968, the location of the proposed temporary anhydrous ammonia transfer facilities of the A. & M. Soil Service at Carman, Man., near mileage 12.3 Carman Subd. C.P.R.
- R-1996 April 10 — Approving for the period May 1 to November 1, 1968, the location of the proposed temporary anhydrous ammonia transfer facilities of Barton Developments Limited at Nobleford, Alta., near mileage 12.0 Aldersyde Subd.
- R-1997 April 10 — Approving for the period April 15 to October 15, 1968, the location of the proposed temporary anhydrous ammonia transfer facilities of the W.G. Thompson & Sons Limited at Rodney, Ont., near mileage 97.8 Subdivision No. 1 Chesapeake & Ohio Railway Company.
- R-1998 April 10 — Approving for the period April 15 to October 15, 1968, the location of the proposed temporary anhydrous ammonia transfer facilities of Madge Equipment Limited at Milk River, Alta., near mileage 34.5 Coutts Subd. C.P.R.
- R-1999 April 10 — Approving for the period commencing April 15 to August 15, 1968, the location of the proposed temporary anhydrous ammonia transfer facilities of Brockville Chemicals Limited at Dresden, Ont., near mileage 30.1 Subdivision No. 2 Chesapeake & Ohio Railway Company.
- *R-2000 April 10 — Declaring Trains Nos. 1 and 2 of the Northern Alberta Railways Company operating between Edmonton (Dunvegan Yards), Alta., and Dawson Creek, B.C., to comprise a passenger-train service for the purposes of Sections 314I and 314J of the Railway Act.; requiring the Railways not to discontinue any of their trains without leave of the Committee and requiring the Railways to post in every station on the line served by the trains a notice to the effect that the trains have been declared passenger train service and that the applicant will not cease operating the trains on April 27, 1968. (See page 187, 58 R.T.C.)
- *R-2001 April 10 — Declaring passenger trains No. 620-623-624-625 and 626 of the C.N.R. operating between Montreal and Sherbrooke, P.Q. to comprise a passenger train service for the purposes of sections 314I and 314J of the Railway Act; requiring the Railways not to discontinue any of the trains without leave of the Committee;

requiring the Railways to post in every station on the line served by these trains a notice to the effect that the Committee has declared each of the trains to comprise a passenger train service and that the Railways will not cease operating the trains as indicated in notices posted on Feb. 19 and April 5, 1968; and requiring that the notice shall also contain a new proposed schedule of the said trains (See page 189, 58 R.T.C.)

- R-2002 April 16 — Rescinding authority of Order No. R-1789 and approving for the period commencing April 15 to October 15, 1968, the location of the proposed temporary anhydrous ammonia transfer facilities of the Upshaw Fertilizer Company Limited, near Hussar, Alta., near mileage 21.12 Irricana Subd. C.P.R.
- R-2003 April 16 — Approving for the period April 8 to October 8, 1968, the location of the proposed temporary anhydrous ammonia transfer facilities of the Simplot Chemical Company Limited at Mirror, Alta., near mileage 0.01 Three Hills Subd. C.N.R.
- R-2004 April 17 — Approving the location of the proposed new 12-foot by 12-foot office building and 12-foot by 24-foot warehouse extension and existing flammable liquid tank truck transfer facilities of Imperial Oil Limited at Carnduff, Sask., near mileage 97.1 Estevan Subd. C.P.R.
- R-2005 April 17 — Authorizing the County of Lambton, Ont., to widen County Road No. 25S (Confederation Street) where it crosses the track of the C.N.R. between Lot 3, Block C, Concession 5, and Lot 6, Block B, Concession 4, in the Township of Sarnia, at mileage 70.19 Forest Subd.
- R-2006 April 17 — Requiring the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Biggar Road (County Road No. 18) County of Welland, Ont., at mileage 10.48 Welland Subd., to another crossing of a public road mileage 0.34 Hickson Spur off mileage 49.44 Dundas Subd.
- R-2007 April 17 — Requiring the C.N.R. to relocate the reflectorized signs at the crossing of their railway and North-South District Highway No. 492 in the M.D. of Bonnyville No. 87, Alta., at mileage 13.59 Bonnyville Subd., to another crossing of the highway North of the NW1/4-36-40-14W4M in the M.D. of Flagstaff No. 62, Alta., at mileage 53.25 Alliance Subd.
- R-2008 April 17 — Approving the changes in the automatic protection at the crossing of the C.N.R. and Ste. Luce — St. Gabriel Road, in Luceville, P.Q. at mileage 113.65 Mont-Joli Subd.

- R-2009 April 17 — Authorizing the C.N.R. to remove the station agent at St. Simeon P.Q. provided a resident caretaker is appointed to perform certain duties and dismissing application of the Railways to remove the station building at St. Simeon.
- R-2010 April 17 — Authorizing the C.N.R. to remove the caretaker at Stornoway Sask., at mileage 29.9 Rhein Subd.
- R-2011 April 17 — Authorizing the C.N.R. to remove the agent at Sully, P.Q., provided a resident caretaker is appointed to perform certain duties and dismissing the application of the Railways to retire the station building.
- R-2012 April 17 — Authorizing the C.N.R. to remove the station agent at St. Arsene, P.Q., provided a resident caretaker is appointed to perform certain duties and dismissing the application of the railways to remove the station building.
- R-2013 April 17 — Authorizing the C.N.R. to remove the caretaker and station building at Sacre Coeur, P.Q. at mileage 127.6 Mont-Joli Subd.
- R-2014 April 17 — Authorizing the Trans-Canada Pipe Lines Limited to construct a 36-inch natural gas pipe line across and under the track of the C.N.R. in the SW1/4-19-1-4EPM, Man., at mileage 63.32 Ridgeville Subd.
- R-2015 April 17 — Amending Order No. R-1759 which authorized the Windsor Suburban Roads Commission, Ont., to reconstruct Road No. 19SA where it crosses the tracks of the Pennsylvania New York Central Transportation Company between the Twps of Sandwich South and Maidstone, at mileage 213.71 Main Line Subdivision.
- R-2016 April 17 — Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages on the Alwinal Potash which commences at 123.9 Watrous Subd. Sask.
- R-2017 April 17 — Requiring the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Huron County Road No. 12, in the Village of Brussels, Ont., at mileage 18.69 Kincardine Subd., to another crossing of a public street at mileage 0.08 Industrial Siding off mileage 18.84 Dunnville Subd.
- R-2018 April 17 — Approving the location of the proposed ammonium nitrate and ammonium nitrate mixed fertilizer bulk storage and transfer facilities of The Southern Alberta Co-operative Association Limited at Picture Butte, Alta., near mileage 13.1 Turin Subd. C.P.R.

- R-2019 April 17 – Apportioning the cost of reconstruction and improvement of the subway carrying County Road No. 73 across and under the tracks of the C.P.R. between Lots 28 & 29, Concession 2, Twp. of Clarke, County of Durham, Ont., at mileage 158.60 Belleville Subdivision.
- R-2020 April 17 – Approving changes in the automatic protection at the crossing of the C.N.R. and Steeles Avenue, south of Snider, Ont., at mileage 12.92 Newmarket Subd.
- R-2021 April 17 – Approving toll published in Tariff filed by the Dominion Atlantic Railway Company under Sections 3 and 8 of the M.F.R.A.
- R-2022 April 17 – Approving tolls published to Cap de la Madeleine, P.Q., in Supplement No. 97 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-2023 April 17 – Approving toll published from St. John's, Nfld., in Supplement No. 5, to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-2024 April 17 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Walberg Boulevard, Town of Dolbeau, P.Q., at mileage 57.43 Roberval Subd.
- R-2025 April 17 – Approving changes in the automatic protection at the crossing of the C.N.R. and Cameron Street, in Fort William, Ont., at mileage 3.58 Kashabowie Subd.
- R-2026 April 17 – Authorizing the C.P.R. to remove the agent and station building at Regan, Ont., at mileage 21.1 Heron Bay Subd.
- R-2027 April 17 – Amending Order No. R-1619 which authorized the Township of McDougall, Ont., to construct Twp. Road across the track of the C.P.R., in Lot 10, Con. 7, District of Parry Sound, at mileage 26.61 Parry Sound Subd.
- R-2028 April 17 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on the north side of its Wynyard Subd., Sask.
- R-2029 April 17 – Authorizing the Town of Rocky Mountain House, Alta., to construct 46th Avenue across the track of the C.N.R., between Sections 22 and 23, Twp. 39, Range 7, W5M, mileage 90.89 Brazeau Subd., and requiring the Railways to close the existing crossing at mileage 90.96 Brazeau Subd.

- R-2030 April 18 — Approving revisions to tariffs filed by the Canadian National Telecommunications.
- R-2031 April 18 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road at Cypress River, Man., at mileage 91.75 Glenboro Subd.
- R-2032 April 18 — Amending the heading of Order No. R-1611 to show the Applicant as the County of Vermilion River No. 24 instead of the Alberta Department of Highways, which Order required the C.N.R. to install automatic protection at the crossing of their railway and the North-South County Road, in the County of Vermilion River No. 24, Alta., at mileage 98.75 Blackfoot Subd.
- R-2033 April 18 — Rescinding authority of Order No. 115740 and approving the location of the flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Grimshaw, Alta., near mileage 64.92 Peace River Subd., Northern Alberta Railways Company.
- R-2034 April 18 — Approving Alternate Appendix "B" and Supplements Nos. 7, 8 and 9 to Traffic Agreement dated June 13, 1956 between The Bell Telephone Company of Canada and Ellery A. Thompson, Proprietor, Kaladar & Northern Telephone System.
- R-2035 April 18 — Approving Supplement No. 6 to Traffic Agreement dated March 20, 1961, between The Bell Telephone Company of Canada and Harry G. Lewis, Proprietor, Lewis Telephone System.
- R-2036 April 18 — Approving Appendix "A" and Supplements Nos. 13 and 14 to Traffic Agreement dated February 24, 1964, between The Bell Telephone Company of Canada and Télécommunications Richelieu Limitée (Division St-Hyacinthe).
- R-2037 April 18 — Approving Supplement No. 5 to Traffic Agreement dated January 4, 1962 between The Bell Telephone Company of Canada and the Northern Telephone Limited (Pickle Crow).
- R-2038 April 18 — Approving Supplement No. 6 to Traffic Agreement dated January 29, 1952 between The Bell Telephone Company of Canada and McKillop, Logan and Hibbert Telephone Company, Limited.
- R-2039 April 18 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Ste-Canelle Road, Parish of Ste-Anne-de-la-Pocatière, P.Q., mileage 38.42 Montmagny Subd.

- R-2040 April 18 — Requiring the C.N.R. to relocate reflectorized signs at the crossing of their railway and Glen Levit Road in Flatlands, N.B., mileage 9.40 Mont Joli Subd. to another crossing of a public road at mileage 40.16 Sydney Subd. N.S.
- R-2041 April 18 — Authorizing the C.N.R. to operate their engines, cars and trains over the bridge at mileage 11.3 Tete Jaune Subd. B.C.
- R-2042 April 18 — Authorizing the Saskatchewan Department of Highways and Transportation to construct Highway No. 120 across the track of the C.P.R. in the SE1/4-32-51-23 W2M, Sask., at mileage 62.23 Whitefox Subd. and requiring the Railway to close the existing crossing at mileage 52.15 Whitefox Subd.
- R-2043 April 18 — Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Bulyea Subd., Sask.
- R-2044 April 18 — Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying Foulon Road (formerly Champlain Boulevard) across and over its track, City of Sillery, Quebec County, P.Q., at mileage 1.47 Wolfe's Cove Branch.
- R-2045 April 18 — Approving Supplement No. 3 to Service Station Contract dated February 4, 1925 between The Bell Telephone Company of Canada and the Telephone System of the Mun. of the Village of Magnetawan.
- R-2046 April 18 — Exempting the C.N.R. from having an operator on duty at their Bears Pass Lift Bridge at mileage 68.1 Fort Frances Subd., Ont., between the hours of 2200K and 0600K from May 1, to October 31, 1968 provided an operator will operate the said bridge on twenty-four hours notice.
- R-2047 April 18 — Authorizing the C.N.R. to operate their engines, cars and trains over the bridge at mileage 10.1 Tete Jaune Subd., B.C.
- R-2048 April 18 — Declaring the crossing of the C.P.R. and 2nd Street in the Village of Teulon, Man., at mileage 37.73 Arborg Subd. to be a public crossing.
- R-2049 April 18 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Scenic Road, Town of Sutton, Brome County, P.Q., at mileage 20.59 Newport Subd.
- R-2050 April 18 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Walberg Blvd., Town of Dolbeau, P.Q., at mileage 1.12 Mill Spur, Roberval Subd.

- R-2051 April 18 — Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Shell Canada Limited at Eston, Sask., near mileage 84.62 Elrose Subd. C.N.R.
- R-2052 April 18 — Approving changes in the automatic protection at the crossing of the C.P.R. and Ontario Street, in Brighton, Ont., at mileage 112.79 Belleville Subd.
- R-2053 April 18 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Second Avenue, Town of Dolbeau, P.Q., at mileage 0.83 Mill Spur, Roberval Subd.
- R-2054 April 18 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Steeles Avenue, in Millikens, Ont., at mileage 52.82 Uxbridge Subd.
- R-2055 April 18 — Authorizing the C.P.R. to remove the agent at Keewatin, Ont., at mileage 3.1 Keewatin Subd.
- R-2056 April 18 — Approving Appendix "A" to Traffic Agreement dated December 13, 1951 between The Bell Telephone Company of Canada and La Compagnie de Telephone de Nicolet Limitée.
- R-2057 April 18 — Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 110.43 and 110.99 on the West side of its Goderich Subd., Ont.
- R-2058 April 18 — Approving changes in the automatic protection at the crossing of the C.N.R. and Perth County Road No. 19, east of Sebringville, Ont., at mileage 4.39 Goderich Subd.
- R-2059 April 18 — Approving and authorizing the restricted clearances on the siding serving the St. Lawrence Sugar Refineries Limited at Wicksteed Avenue, Town of Leaside, Ont., off mileage 205.44 Belleville Subd. C.P.R. provided signs indicating less than standard clearances are erected.
- R-2060 April 18 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Provincial Road No. 480, in the Village of Makinak, Man., at mileage 100.64 Gladstone Subd.
- R-2061 April 18 — Authorizing the Quebec Department of Roads to connect and synchronize the traffic signals at the intersection of Highways Nos. 1 and 9 with the automatic protection installed at the crossing of the C.N.R. and Highway No. 1, Town of St-Hubert, P.Q., at mileage 66.46 St. Hyacinthe Subd.
- R-2062 April 18 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road between Smiths Falls and Forfar, County of Leeds, Ont., at mileage 46.81 Smiths Falls Subd.

- R-2063 April 18 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Walkley Road, Ottawa, Ont., at mileage 8.02 Ottawa Subd.
- R-2064 April 18 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Chaumox Road in North Bend, B.C., at mileage 0.4 Cascade Subd.
- R-2065 April 18 -- Apportioning the balance of the cost for the reconstruction and improvement of the subway carrying Cornelia Street in the Town of Smiths Falls, Ont., across the tracks of the C.P.R., at mileage 0.32 Belleville Subd. and mileage 0.32 Chalk River Subd. between the Railway and the Town.
- R-2066 April 18 — Authorizing the C.N.R. to close the existing crossing of their railway and the Township Road, known as Martin Road, between Lots 14 and 15, Broken Front Concession of the Township of Darlington, County of Durham, Ont., at mileage 291.80 Kingston Subd. and requiring the Railways to relocate the existing reflectorized signs to another crossing of their railway and Augusta Street, Town of Port Hope, at mileage 0.48 Port Hope Town Branch off mileage 270.79 Kingston Subd.
- R-2067 April 18 — Approving the location of the proposed ammonium nitrate bulk storage and transfer facilities of the Thorhild Cooperative Association Limited at Thorhild, Alta., at mileage 38.9 Lac La Biche Subd., Northern Alberta Railways Company.
- R-2068 April 18 — Approving changes in the automatic protection at the crossing of the C.N.R. and Richmond Street, in Maple, Ont., at mileage 18.11 Newmarket Subd.
- R-2069 April 18 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Local Road No. 430, Parish of Bathurst, N.B., at mileage 1.17 Nepisiquit Subd.
- R-2070 April 18 — Amending Order No. 118357 which authorized the Town of St. Mary's, Ont., to reconstruct and improve the overhead bridge carrying Queen Street across and over the track of the C.N.R. at mileage 11.13 Thorndale Subd.
- R-2071 April 18 — Approving for the period April 5 to December 31, 1968 the location of the proposed temporary anhydrous ammonia transfer facilities of Maurice Lefebvre at Melfort, Sask., near mileage 82.83 Melfort Subd., C.P.R.
- R-2072 April 18 — Approving for the period April 8 to October 15, 1968 the location of the proposed temporary anhydrous ammonia transfer

- facilities of the Simplot Chemical Company Limited, at Red Deer, Alta., mileage 0.39 elevator track off mileage 4.54 Industrial Spur, Red Deer Subd. C.N.R.
- R-2073 April 18 – Approving for the period April 15 to October 15, 1968 the location of the proposed temporary anhydrous ammonia transfer facilities of Canadian Industries Limited at Port Stanley, Ont., near mileage 23.35 Talbot Subd. C.N.R.
- R-2074 April 18 – Approving for the period April 15 to October 15, 1968 the location of the proposed temporary anhydrous ammonia transfer facilities of the Lacombe Fertilizer and Farm Supply Limited at Penhold, Alta., near mileage 83.73 Red Deer Subd. C.P.R.
- R-2075 April 18 – Approving for the period April 15 to October 15, 1968 the location of the proposed temporary anhydrous ammonia transfer facilities of Lacombe Fertilizer and Farm Supply Limited at Lacombe, Alta., near mileage 18.3 Leduc Subd. C.P.R.
- R-2076 April 18 – Approving for the period April 5 to October 1, 1968 the location of the proposed temporary anhydrous ammonia transfer facilities of A. & M. Soil Service at Graham Siding, Man., near mileage 20.3 Carman Subd. C.P.R.
- R-2077 April 19 – Authorizing the Interprovincial Pipe Line Company to construct a 34-inch crude oil pipe line across and under the track of the C.P.R. in the NW1/4-26-17-19 W2M, Sask., at mileage 89.33 Indian Head Subd.
- R-2078 April 19 – Approving tolls published from stations in the Provinces of New Brunswick, Newfoundland, Nova Scotia, Prince Edward Island and Quebec, East of Diamond, Levis and Boundary, P.Q. in Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-2079 April 19 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Papineau Road, in Plaisance, County of Papineau, P.Q., at mileage 83.98 Lachute Subd.
- R-2080 April 19 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying the Twp. Road across and over its track, between Con. 1 and 2, Lot 13, Twp. of Bayham, Ont., at mileage 32.35 Port Burwell Subd.
- R-2081 April 19 – Requiring the C.N.R. to relocate the reflectorized signs at crossings of their railway at mileages 3.96 and 4.84 Fonthill Subd.

- Town of Thorold, Ont., to other crossings of their railway and Thomas Street, City of St. Catharines, at mileage 0.92 Port Dalhousie Subd. and Lyndon Street, Town of Thorold, at mileage 0.51 Transfer Tracks off mileage 5.22 Thorold Subd.
- R-2082 April 19 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and highway East of Shakespeare, Ont., at mileage 80.3 Guelph Subd.
- R-2083 April 19 - Authorizing the C.N.R. to remove the station agent at Val Brillant, P.Q., provided a resident caretaker is appointed to perform certain duties and dismissing the Railways' application to remove the station building and replace it with a shelter at mileage 69.2 Mont Joli Subd.
- R-2084 April 19 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and 9th Range Road in Ste-Brigide d'Iberville, P.Q., at mileage 10.57 Adirondack Subd.
- R-2085 April 19 - Authorizing the Quebec Department of Roads to widen and improve Highway No. 35 where it crosses the track of the C.P.R., in the Town of Buckingham, County of Papineau, P.Q., at mileage 3.97 Buckingham Subd.
- R-2086 April 19 - Rescinding authority of Order No. 84313 which approved the location of pipe lines, pumping facilities, warehouse, two vertical storage tanks, two horizontal storage tanks and unloading point of North Star Oil Limited, near the tracks of the C.N.R. at Hanna, Alta.
- R-2087 April 19 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Dundas Street, in London, Ont., at mileage 29.88 Thorndale Subd.
- R-2088 April 19 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road, east of Bedell, Ont., at mileage 101.8 Winchester Subd.
- R-2089 April 19 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Thorold Stone Road, in Niagara Falls, Ont., at mileage 1.21 Welland Subd.
- R-2090 April 19 - Authorizing the C.N.R. to construct four additional tracks at grade across Orwell Street (not open), District of North Vancouver, B.C., at mileage 5.09 Burrard Subd.
- R-2091 April 19 - Authorizing the Metropolitan Corporation of Greater Winnipeg, Man., to reconstruct and widen Waverley Street where it crosses the track of the C.P.R. in Fort Garry, at mileage 2.06 Manitoba

- Sugar Spur off mileage 8.5 LaRiviere Subd. and requiring the Railway to relocate and revise and improve the existing protection at the crossing.
- R-2092 April 19 – Approving for the period April 15 to October 15, 1968, the location of the proposed temporary anhydrous ammonia transfer facilities of Cunningham Fertilizers Limited at Edmonton, Alta., near mileage 173.0 Willingdon Subd. C.P.R.
- R-2093 April 19 – Approving for the period April 15 to October 15, 1968 the location of the proposed temporary anhydrous ammonia transfer facilities of Canadian Industries Limited at Buller, Ont., at mileage 66.4 Havelock Subd. C.P.R.
- R-2094 April 19 – Approving the period April 15 to October 15, 1968 the location of the proposed temporary anhydrous ammonia transfer facilities of the Upshaw Fertilizer Company at Makepeace, Alta., near mileage 13.4 Irricana Subd. C.P.R.
- R-2095 April 19 – Approving for the period April 15 to October 15, 1968 the location of the proposed temporary anhydrous ammonia transfer facilities of the Upshaw Fertilizer Company at Cheadle, Alta., near mileage 27.9 Strathmore Subd. C.P.R.
- R-2096 April 19 – Approving the period April 15 to October 15, 1968 the location of the proposed temporary anhydrous ammonia transfer facilities of the Upshaw Fertilizer Company at Keoma, Alta., near mileage 18.5 Langdon Subd. C.P.R.
- R-2097 April 19 – Approving for the period April 15 to October 15, 1968, the location of the proposed temporary anhydrous ammonia transfer facilities of the Upshaw Fertilizer Company at Langdon, Alta., near mileage 1.1 Langdon Subd. C.P.R.
- R-2098 April 19 – Approving for the period April 15 to October 15, 1968 the location of the proposed temporary anhydrous ammonia transfer facilities of the Upshaw Fertilizer Company at Indus, Alta., near mileage 158.8 Brooks Subd. C.P.R.
- R-2099 April 19 – Approving for the period April 15 to October 15, 1968 the location of the proposed temporary anhydrous ammonia transfer facilities of the Upshaw Fertilizer Company at Standard, Alta., near mileage 35.8 Irricana Subd. C.P.R.

Canada Canadian Transport Commission

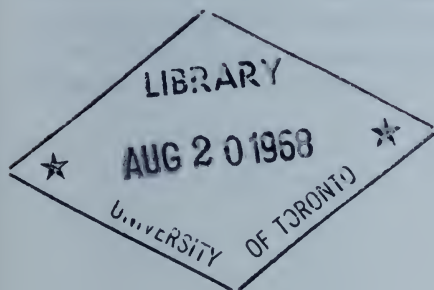
Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2230

BY ITS RAILWAY TRANSPORT COMMITTEE



IN THE MATTER OF an application by Great Northern Railway Company and Great Northern Pacific & Burlington Lines, Inc., hereinafter called the "Applicants", under section 1 of chapter 23 of the Statutes of Canada 1965, for an Order recommending to the Governor in Council the sanction of an agreement dated as of January 26, 1961, under which agreement the Applicants and Northern Pacific Railway Company and Pacific Coast R.R. Co. agree, among other things, to merge and amalgamate, such agreement having been authorized as to the assets and undertaking of Great Northern Railway Company in Canada by said chapter 23:

File No. 45060.2

UPON hearing the application at sittings of the Committee held at Ottawa on the 16th day of April and the 7th day of May, 1968, in the presence of Counsel for the Applicants, no one appearing in opposition; and

UPON hearing what was alleged, and upon reading what has been filed in support of the application, public notice of such application having been published in the Canada Gazette and in certain newspapers in the Provinces of British Columbia and Manitoba, as directed by the Committee, pursuant to law; and notice having been

given to the Director of Investigation and Research, Combines Investigation Act, and it appearing that the said agreement may be recommended to the Governor in Council for sanction;

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. The application is granted.
2. The said agreement dated as of January 26, 1961, attached as Schedule to chapter 23 of 14 Elizabeth II, Statutes of Canada 1965, is recommended to the Governor in Council for sanction.

Dated at Ottawa, this 7th day of May, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2185

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the Canadian Pacific Railway Company, under Section 353 of the Railway Act, for authority to publish carload rates on Lead or Zinc Concentrates from Tadanac, British Columbia, to Black Eagle, Montana, Bradley, Idaho, East Helena, Montana, and Silver King, Idaho, subject to limitation of liability:

File No. 40615.26

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability is authorized to the extent of the valuation stated herein in respect of the undermentioned rates on Lead or Zinc Concentrates, carload minimum weight 90% of marked capacity of car used but not less than 140,000 pounds, from Tadanac, British Columbia, to Black Eagle, Montana, Bradley, Idaho, East Helena, Montana, and Silver King, Idaho:

(*) Rates per 2,000 pounds	When valuation per 2,000 pounds does not exceed
\$ 8.72	\$ 60.00
9.02	70.00
9.49	80.00
9.79	90.00
10.10	100.00
10.56	110.00
10.87	120.00

(*) (Not subject to Tariff of Increased Rates and Charges X-256, Agent G.H. Mitchell's C.T.C. (F) No. 746.)

Dated at Ottawa, this 2nd day of May, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2222

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rates on Lead or Zinc Concentrates from mileage 60.6 Peace River Subdivision of the Northern Alberta Railways, to Tadanac (Trail), British Columbia:

File No. 40615.25

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability is authorized to the extent of the valuations stated herein in respect of the undermentioned rates on Lead or Zinc Concentrates, carload minimum weight 90% of the marked capacity of car used but not less than 140,000 pounds, from mileage 60.6 Peace River Subdivision of the Northern Alberta Railways to Tadanac (Trail), British Columbia, as Proportional rates, applicable only on shipments originating at Pine Point, North West Territories:

(*) Rates per 2,000 pounds	When valuation per 2,000 pounds does not exceed
\$ 12.47	\$ 70.00
12.99	80.00
13.49	90.00
14.03	100.00
14.53	110.00
15.06	120.00
15.58	130.00
16.08	140.00
17.13	150.00
20.72	200.00

(*) (Not subject to Agent G.H. Mitchell's Canadian Freight Association
Tariff of Increased Rates and Charges No. 85, C.T.C. (F) No. 743)

Dated at Ottawa, this 6th day of May, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2231

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rate on Copper Concentrates, in bulk, from Spragge, Ontario, to Montreal, Quebec, for export:

File No. 40615.27

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding \$40.00 per 2,000 pounds is authorized in respect of publication of rate of \$9.25 per 2,000 pounds on Copper Concentrates, in bulk in gondola cars, carload minimum weight 140,000 pounds, from Spragge, Ontario, to Montreal, Quebec, for export, such rate to be referenced as exclusive of all terminal charges.

Dated at Ottawa, this 7th day of May, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2257

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rate on Lead or Zinc Concentrates from Mileage 60.6 Peace River Subdivision, of the Northern Alberta Railways, to New Westminster, North Vancouver, Port Moody, Prince Rupert and Vancouver, British Columbia, for export:

File No. 40615.28

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That a limitation of liability not exceeding \$60.00 per 2,000 pounds is authorized in respect of rate of \$13.78 per 2,000 pounds on Lead or Zinc Concentrates, carload minimum weight 90% of marked capacity of car used but not less than 140,000 pounds, from Mileage 60.6 Peace River Subdivision, of the Northern Alberta Railways, to New Westminster, North Vancouver, Port Moody, Prince Rupert and Vancouver, British Columbia, for export, as a Proportional rate, applicable only on shipments originating at Pine Point, North West Territories.

Dated at Ottawa, this 9th day of May, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2296

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of rates on Zinc Concentrates, Lead Concentrates, Lead or Zinc Concentrates, and Crude Lead and Zinc Ore, from Pine Point, North West Territories, to Mileage 60.6 Peace River Subdivision, Alberta, of the Northern Alberta Railways, as proportional rates:

*File Nos. 40615.29
40615.30
40615.31
40615.32
40615.33
40615.34*

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability is authorized to the extent of valuations stated herein in respect of proportional rates on the commodities named from Pine Point, North West Territories, to Mileage 60.6 Peace River Subdivision, Alberta, of the Northern Alberta Railways:

1. Zinc Concentrates, carloads, minimum weight 90% of marked capacity of car used but not less than 140,000 pounds, applicable only in connection with traffic moving beyond Mileage 60.6 Peace River Subdivision, Alberta, of the Northern Alberta Railways, in conjunction with rates published in Item 3575 of Canadian National Railways Tariff W.178-L, C.T.C.(F) W.2503, Items 265 and 270 of Canadian Pacific Railway Tariff 116-N, C.T.C.(F) W.4302, and Item 2758 of Great Northern Railway Tariff 575-0, C.T.C.(F) 4.

Rates per 2,000 pounds		When valuation per 2,000 pounds does not exceed
<u>Column A</u>	<u>Column B</u>	
\$8.70	\$5.35	\$ 70.00
8.70	5.57	80.00
8.70	5.79	90.00
8.70	6.02	100.00
8.70	6.23	110.00

Column A — Rates are applicable only on shipments up to and including 215,000 tons per year.

Column B — Rates are applicable only on shipments exceeding 215,000 tons per year.

2. Zinc Concentrates, carloads, minimum weight 90% of marked capacity of car used but not less than 140,000 pounds, applicable only in connection with traffic moving beyond Mileage 60.6 Peace River Subdivision, Alberta, of the Northern Alberta Railways, in conjunction with rates published in Item 290 of Canadian National Railways Tariff W. 149-I, C.T.C.(F) 2508, and Item 4660 of Canadian National Railways Tariff W.1150, C.T.C.(F) W.2538.

Rates per 2,000 pounds		When valuation per 2,000 pounds does not exceed
<u>Column A</u>	<u>Column B</u>	
\$8.70	\$5.35	\$ 70.00
8.70	5.57	80.00
8.70	5.79	90.00
8.70	6.02	100.00
8.70	6.23	110.00
8.70	6.45	120.00
8.70	6.67	130.00
8.70	6.89	140.00
8.70	7.34	150.00
8.70	8.70	200.00

Column A — Rates are applicable only on shipments up to and including 215,000 tons per year.

Column B — Rates are applicable only on shipments exceeding 215,000 tons per year.

3. Lead Concentrates, carloads, minimum weight 90% of marked capacity of car used but not less than 140,000 pounds, applicable only in connection with traffic moving beyond Mileage 60.6 Peace River Subdivision, Alberta, of the Northern Alberta

Railways, in conjunction with rates published in Item 292, of Canadian National Railways Tariff 149-I, C.T.C.(F) 2508.

Rates per 2,000 pounds		When valuation per 2,000 pounds does not exceed
Column A	Column B	
\$8.70	\$5.35	\$ 70.00
8.70	5.57	80.00
8.70	5.79	90.00
8.70	6.02	100.00
8.70	6.23	110.00
8.70	6.45	120.00
8.70	6.67	130.00
8.70	6.89	140.00
8.70	7.34	150.00
8.70	8.70	200.00

Column A — Rates are applicable only on shipments up to and including 215,000 tons per year.

Column B — Rates are applicable only on shipments exceeding 215,000 tons per year.

4. Lead or Zinc Concentrates, carloads, minimum weight 90% of marked capacity of car used but not less than 140,000 pounds, applicable only in connection with traffic moving beyond Mileage 60.6 Peace River Subdivision, Alberta, of the Northern Alberta Railways, in conjunction with rates published in Item 291 of Canadian National Railways Tariff W.149-I, C.T.C.(F) W.2508, and Items 600 and 610 of Canadian National Railways Tariff W.186-L, C.T.C.(F) W.2546.

Rates per 2,000 pounds		When valuation per 2,000 pounds does not exceed
Column A	Column B	
\$8.70	\$5.35	\$ 70.00
8.70	5.57	80.00
8.70	5.79	90.00
8.70	6.02	100.00
8.70	6.23	110.00
8.70	6.45	120.00
8.70	6.67	130.00
8.70	6.89	140.00
8.70	7.34	150.00
8.70	8.70	200.00

Column A — Rates are applicable only on shipments up to and including 215,000 tons per year.

Column B — Rates are applicable only on shipments exceeding 215,000 tons per year.

5. Lead or Zinc Concentrates, carloads, minimum weight 90% of marked capacity of car used but not less than 140,000 pounds, applicable only in connection with traffic moving beyond Mileage 60.6 Peace River Subdivision, Alberta, of the Northern Alberta Railways, in conjunction with rates published in Item 250 of Canadian Freight Association (Western Lines) Tariff 109-K, Agent G.H. Mitchell's, C.T.C.(F) 718.

<u>Rates per 2,000 pounds</u>		<u>When valuation per 2,000 pounds does not exceed</u>
<u>Column A</u>	<u>Column B</u>	
\$8.70	\$5.36	\$ 60.00

Column A — Rates are applicable only on shipments up to and including 215,000 tons per year.

Column B — Rates are applicable only on shipments exceeding 215,000 tons per year.

6. Crude Lead and Zinc Ore, carloads, minimum weight 140,000 pounds, applicable only in connection with traffic moving beyond Mileage 60.6 Peace River Subdivision, Alberta, of the Northern Alberta Railways, in conjunction with rates published to Kimberley and Kingsgate, British Columbia, in Item 1080 of Canadian National Railways Tariff W.186-L, C.T.C.(F) W.2546.

<u>Rate per 2,000 pounds</u>	<u>When valuation per 2,000 pounds does not exceed</u>
\$2.45	\$ 10.00

Dated at Ottawa, this 13th day of May, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2297

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of Canadian Phoenix Steel and Pipe Limited, hereinafter called the "Applicant", for an Order fixing charges in respect of rates on skelp from Contrecoeur, Quebec to Calgary, Alberta, and Edmonton, Alberta, and on pipe from Calgary, Alberta, and Edmonton, Alberta, to Vancouver, British Columbia, and other places in the said Province related to Agreed Charges C.T.C. (AC) No. 63 and C.T.C. (AC) No. 89, and in relation to the charges fixed by the Board of Transport Commissioners for Canada in its Judgment of April 17, 1958, and Order No. 94129, of the same date to and from Edmonton, Alberta:

File No. 48703

WHEREAS Canadian Phoenix Steel and Pipe Limited has made application under subsection (10) of section 32 of the Transport Act, and has represented to the Railway Transport Committee that its business is unjustly discriminated against by Agreed Charge C.T.C. (AC) No. 63, on pipe, wrought iron or steel, as described in the said Agreed Charge, from Welland, Ontario, and other places in the Province of Ontario, to Vancouver and other points in the Province of British Columbia; and by Agreed Charge C.T.C. (AC) No. 89 on skelp, iron or steel, as described in the said Agreed Charge, from Hamilton and Sault Ste. Marie, Ontario, to Port Moody, British Columbia; and

WHEREAS other parties to the said Agreed Charges have not filed objections to the fixing of charges for the Applicant; and

WHEREAS the Railway Transport Committee considers that the allegation of unjust discrimination is justified and that the said unjust discrimination should be removed by the fixing of relative charges for the Applicant.

58 R.T.C.

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. A charge is fixed of 101 cents per 100 lbs. on skelp, in carloads, from Contrecoeur, Quebec, to Edmonton, Alberta, to be made by the carriers parties to the said Agreed Charge No. 89 on skelp, and a charge of 48 cents per 100 lbs. on pipe, in carloads from Edmonton, Alberta to Vancouver and other stations and places in British Columbia to which the said Agreed Charge No. 63 on pipe is applicable, to be made by the carriers parties to the said Agreed Charge on pipe.

2. The said fixed charge on skelp is without limitation as to width of skelp; is subject to a carload minimum weight of 120,000 pounds; and shall be applied upon proof submitted to the carrier that the said skelp has been converted into pipe and shipped from Edmonton, Alberta, to the stations and places to which the said Agreed Charge on pipe is applicable.

3. The said fixed charges on pipe are applicable only to outbound movements of pipe produced from skelp originating at Contrecoeur, Quebec.

4. All other conditions and requirements of the said Agreed Charges C.T.C. (AC) No. 63 and C.T.C. (AC) No. 89 are attached to and incorporated with each of the charges hereby fixed insofar as such conditions and requirements are applicable.

5. The effective date of the charges herein fixed shall be May 15, 1968.

6. Order No. 123650 of the Board of Transport Commissioners for Canada, dated March 3, 1967, is amended by substituting the name "Canadian Phoenix Steel and Pipe Limited" for the names "Alberta Phoenix Tube and Pipe Limited" and "Big Inch Pipe Corporation Limited", wherever the two latter names appear in Order No. 123650.

Dated at Ottawa, this 13th day of May, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2368

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the Canadian Pacific Railway Company and the Napierville Junction Railway Company under Section 156 of the Railway Act for an Order recommending that the Governor in Council sanction a Supplementary Agreement dated December 18, 1967 between the said Companies modifying the cost and billing arrangements provided for under the agreement dated July 6, 1960, between the said Companies that was sanctioned by Order in Council No. P.C. 1960-1487 dated October 28, 1960 and that provided for the running of the passenger trains of the Napierville Junction Railway Company over the tracks of the Canadian Pacific Railway Company between Delson Junction and Windsor Station, Montreal, in the Province of Quebec, and for the use of the facilities at the said station and certain other facilities in the Canadian Pacific Railway Company's Montreal Terminal:

File No. 28241.1

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The said Supplementary Agreement, a duplicate original of which is attached hereto marked "A", is recommended to the Governor in Council for sanction.

Dated at Ottawa, this 16th day of May, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2369

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the Canadian Pacific Railway Company and the Napierville Junction Railway Company under Section 156 of the Railway Act for an Order recommending that the Governor in Council sanction a Supplementary Agreement dated December 18, 1967 between the said Companies modifying the cost and billing arrangements provided for under the agreement dated July 6, 1960 between the said Companies that was sanctioned by Order in Council No. P.C. 1960-1487 dated October 28, 1960 and that provided for the running of the passenger trains of the Napierville Junction Railway Company over the tracks of the Canadian Pacific Railway Company between Delson Junction and Windsor Station, Montreal, in the Province of Quebec, and for the use of the facilities at the said station and certain other facilities in the Canadian Pacific Railway Company's Montreal Terminal; and

IN THE MATTER OF the application of the said Companies for exemption from complying with the requirements of the said Section respecting the consent of shareholders, publication of notices and filing:

File No. 28241.1

UPON it appearing that the said Supplementary Agreement has been entered into for the transaction of the usual and ordinary business of the parties thereto—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

Publication of the notice of the application in the Canada Gazette and in newspapers and the consent of the shareholders required by subsection (2) of Section 156 of the Railway Act are dispensed with and the companies which are parties to the said Supplementary Agreement are exempted from complying with the conditions contained in said subsection (2) relating to the matters aforesaid.

Dated at Ottawa, this 16th day of May, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2395

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rates on Engines, Internal Combustion, or Parts thereof, from London, Ontario, to Chicago, Illinois:

File No. 40615.35

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability is authorized to the extent of the valuation stated herein in respect of the undermentioned carload rates on Engines, Internal Combustion, or Parts thereof, from London, Ontario, to Chicago, Illinois:

<u>When released valuation per pound does not exceed</u>	<u>Rate in cents per 100 pounds</u>	<u>Carload Minimum Weight (Pounds)</u>
\$2.50	88	70,000
	93	35,000
<u>When released valuation per pound exceeds</u>		
\$2.50	217	35,000

Dated at Ottawa, this 21st day of May, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2398

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rates on Zinc Concentrates from Mileage 60.06 Peace River Subdivision of the Northern Alberta Railways, to Flin Flon Manitoba:

File No. 40615.36

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability is authorized to the extent of the valuations stated herein in respect of the undermentioned rates on Zinc Concentrates, carload minimum weight 90% of the capacity of car used but not less than 140,000 pounds, from Mileage 60.6 Peace River Subdivision of the Northern Alberta Railways to Flin Flon, Manitoba, as Proportional rates, applicable only on shipments originating at Pine Point Mine, North West Territories:

(*) Rates per 2,000 pounds	When valuation per 2,000 pounds does not exceed
\$ 13.40	\$ 70.00
14.00	80.00
14.62	90.00
15.14	100.00
15.73	110.00
16.23	120.00
16.83	130.00
17.34	140.00
18.43	150.00
22.39	200.00

(*) Not subject to Agent C.H. Mitchell's Canadian Freight Association
Tariff of Increased Rates and Charges No. 87, C.T.C. (F) No. 758.

Dated at Ottawa, this 22nd day of May, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2399

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF limitation of liability, under section 353 of the Railway Act, in respect of carload rates on Crude Lead and Zinc Ore from mileage 60.6 Peace River Subdivision of the Northern Alberta Railways, to Kimberley, Kingsgate and Tadanac, British Columbia:

File No. 40615.37

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding \$10.00 per 2,000 pounds is authorized in respect of the following rates on Crude Lead and Zinc Ore, carloads, minimum weight 140,000 pounds, from mileage 60.6 Peace River Subdivision of the Northern Alberta Railways, as Proportional rates, applicable only on traffic originating at Pine Point Mine, North West Territories:

1. Rate of (*)\$7.62 per 2,000 pounds to Kimberley, British Columbia, for refining and furtherance to Tadanac, British Columbia.
2. Rate of (*)\$7.73 per 2,000 pounds to Kingsgate, British Columbia, applicable only on traffic for furtherance to destinations in the States of Idaho and Montana.
3. Rate of (*)\$8.72 per 2,000 pounds to Tadanac, British Columbia.

(*) Not Subject to Agent G.H. Mitchell's Canadian Freight Association Tariff of Increased Rates and Charges No. 87, C.T.C.(F) No. 758.

Dated at Ottawa, this 22nd day of May 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2425

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rates on Lead or Zinc Concentrates from mileage 60.6 Peace River Subdivision, Alberta, of the Northern Alberta Railways, to Kingsgate, British Columbia:

File No. 40615.38

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability is authorized to the extent of the valuations stated herein in respect of the undermentioned rates on Lead and Zinc Concentrates, carload minimum weight 90% of marked capacity of car used but not less than 140,000 pounds, from mileage 60.6 Peace River Subdivision, Alberta, of the Northern Alberta Railways, to Kingsgate, British Columbia, as Proportional rates, applicable only on shipments originating at Pine Point Mine, North West Territories, destined East Helena, Montana:

(*) Rates per 2,000 pounds	When valuation per 2,000 pounds does not exceed
\$ 11.09	\$ 70.00
11.74	80.00
12.27	90.00
12.92	100.00
13.71	110.00
14.23	120.00
14.90	130.00
15.55	140.00
16.73	150.00
21.32	200.00

(*) (Not subject to Agent G.H. Mitchell's Canadian Freight Association Tariff of Increased Rates and Charges No. 87, C.T.C.(F) No. 758.)

Dated at Ottawa, this 27th day of May, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2429

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the Toronto, Hamilton and Buffalo Railway Company, under Section 156 of the Railway Act, for an Order recommending that the Governor in Council sanction an Agreement made the 13th day of May, 1967, between the Toronto, Hamilton and Buffalo Railway Company and the Canadian Pacific Railway Company for the joint use of certain property of the Toronto, Hamilton and Buffalo Railway Company; and

IN THE MATTER OF the application of the said Company for exemption from complying with the requirements of the said section respecting the consent of shareholders and publication of notices in the Canada Gazette:

File No. 45115

UPON it appearing that the said Agreement has been entered into for the transaction of the usual and ordinary business of the parties thereto—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

Publication of the notice of the application in the Canada Gazette and in newspapers and the consent of the shareholders required by subsection (2) of Section 156 of the Railway Act are dispensed with and the said Companies which are parties to the said Agreement are exempted from complying with the conditions contained in said subsection (2) relating to the matters aforesaid.

Dated at Ottawa, this 27th day of May, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2430

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the Toronto, Hamilton and Buffalo Railway Company, under Section 156 of the Railway Act, for an Order recommending that the Governor in Council sanction an Agreement made the 13th day of May, 1967, between the Toronto, Hamilton and Buffalo Railway Company and the Canadian Pacific Railway Company for the joint use of certain property of the Toronto, Hamilton and Buffalo Railway Company:

File No. 45115

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The said Agreement, a duplicate original of which is attached hereto marked "A", is recommended to the Governor in Council for sanction.

Dated at Ottawa, this 27th day of May, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

**SUMMARY OF ORDERS ISSUED BY
THE RAILWAY TRANSPORT COMMITTEE**

(*Denotes Order printed in full)

- R-2100 April 22 – Authorizing the Metropolitan Corporation of Greater Winnipeg to construct Metro Route 20 (PTH No. 59) across the track of the C.N.R. at mileage 1.06 Old Beach Line, which commences opposite mileage 1.40 St. Boniface Yard Lead, off mileage 149.63 Sprague Subd. and an access road across the track of the Railways at mileage 1.17 Old Beach Line, both in the City of St. Boniface, Man.
- R-2101 April 22 – Approving for the period April 15 to October 15, 1968 the location of the proposed temporary anhydrous ammonia transfer facilities of the Upshaw Fertilizer Company at Tudor, Alta., near mileage 45.5 Irricana Subd., C.P.R.
- R-2102 April 22 – Approving for the period April 15 to October 15, 1968 the location of the proposed temporary anhydrous ammonia transfer facilities of the Upshaw Fertilizer Company at Chancellor, Alta., near mileage 29.2 Irricana Subd., C.P.R.
- R-2103 April 22 – Approving for the period April 15 to October 15, 1968 the location of the proposed temporary anhydrous ammonia transfer facilities of the Upshaw Fertilizer Company at Namaka, Alta., near mileage 12.9 Strathmore Subd., C.P.R.
- R-2104 April 22 – Authorizing the C.N.R. to operate their engines, cars and trains over the subway structure carrying their tracks across and over Highway No. 122 between Lots 30 and 31, Concession 2, SDS, Township of Toronto, Peel County, at mileage 16.62 Oakville Subd.; and the bridge over Sheridan Creek, at mileage 16.7 Oakville Subd., Ont.
- R-2105 April 22 – Authorizing the British Columbia Department of Highways to construct a public road across the track of the C.P.R. in Lots 21 and 5118, Kootenay District, B.C., at mileage 86.08 Windermere Subd.
- R-2106 April 22 – Authorizing the Township of Moore to widen Beckwith Street in Corunna, Ont., where it crosses the tracks of the Chesapeake and Ohio Railway Company, at mileage 66.2 No. 2 Subdivision; requiring the Railway to install automatic protection at the said crossing and to relocate the reflectorized signs to another crossing of its railway and Glass Street, in Wallaceburg, at mileage 0.25 Libby Spur, No. 2 Subd.
- R-2107 April 23 – Approving the clearance on the private siding serving Simpson-Sears Limited, which commences at mileage 0.29 of the Fourth Avenue Industrial Lead connecting with the Regina Terminal Subdivision, at

mileage 1.05, C.N.R., in the City of Regina, Sask., provided signs indicating the restricted clearances are erected.

- R-2108 April 23 – Authorizing the Union Gas Company of Canada Limited to construct a steel gas pipe line across and under the track of the C.N.R. at mileage 3.09 Simcoe Subd., in Lot 6, Concession 3, Township of Woodhouse, County of Norfolk, Ont.
- *R-2109 April 23 – Authorizing a limitation of liability of the proposed publication of a rate filed by the Canadian Freight Association (Western Lines), on Ore, Copper-Nickel, from Kashabowie to Copper Cliff, Ont. (See page 191, 58 R.T.C.)
- R-2110 April 24 – Apportioning the cost of construction of the subway carrying Bayview Avenue, (County Road No. 34) across and under the C.N.R. Township of Markham, County of York, Ont., at mileage 23.77 Bala Subd.
- R-2111 April 24 – Authorizing the removal of a speed limitation at the crossing of the C.N.R. and Clarke Side Road, in London, Ont., at mileage 28.34 Thorndale Subd.
- R-2112 April 24 – Approving tariffs of tolls filed by The Bell Telephone Company of Canada.
- R-2113 April 24 – Authorizing the removal of a speed limitation at the crossing of the C.N.R. and Sherbrooke Street East, Montreal, P.Q., at mileage 0.73 Dobell Avenue Spur, Longue Pointe Subd.
- R-2114 April 24 – Approving changes in the automatic protection at the crossings of the C.N.R. and Bridge Street at mileage 0.44 and Weldon Street at mileage 0.50, Tormentine Subd., Town of Sackville, N.B.
- R-2115 April 24 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying Nairn Avenue across and over its tracks, City of Winnipeg, Man., at mileage 124.89 Keewatin Subd., and mileage 0.18 Lac Du Bonnet Subd.
- R-2116 April 24 – Authorizing the Town of Blairmore, Alta., to construct 5th Avenue across the track of the C.P.R. at mileage 88.15 Crowsnest Subd.; requiring the Railway to install automatic protection at the said crossing and upon completion to close the existing crossing of 7th Avenue at mileage 88.02 Crowsnest Subd.
- R-2117 April 24 – Authorizing the Ontario Department of Highways to construct Ofield Road (County Road No. 40) across the tracks of the C.N.R. in Lot 17, Concession 1, Township of North Grimsby, Lincoln, County, Ont., at mileage 29.37 Grimsby Subd. and upon completion requiring the Railways to close the existing crossing at mileage 29.35 Grimsby Subd.

- R-2118 April 24 — Authorizing the C.N.R. to make changes to the signals on their Newmarket Subd., in Ont.
- R-2119 April 24 — Authorizing the County of Haldimand, to reconstruct County Road No. 31 where it crosses the C.N.R. at mileage 61.91 Cayuga Subd., between Lots 6 and 7, Concession 8, Township of Walpole, Ont.
- R-2120 April 24 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Hartford Avenue, in West Kildonan, Man., at mileage 2.42 Winnipeg Beach Subdivision.
- R-2121 April 24 — Requiring the Chesapeake and Ohio Railway Company to install automatic protection at the crossing of its railway, and Second Concession Road, Township of Gosfield South, Ont., at mileage 33.2 No. 1 Subd.
- R-2122 April 24 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Park Street, in Kitchener, Ont., at mileage 63.4 Guelph Subd.
- R-2123 April 24 — Approving the location of the proposed flammable liquid bulk storage and transfer facilities of British American Oil Company Limited at Assiniboia, Sask., near mileage 111.4 Assiniboia Subd., C.P.R.
- R-2124 April 24 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the Airport Road, in Floods, B.C., at mileage 43.9 Yale Subd.
- R-2125 April 24 — Authorizing the C.N.R., to reconstruct and maintain the bridge over Cherry Creek at mileage 123.7 Ruel Subd., in the Township of Penhorwood, District of Sudbury, Ont., and to operate their engines, cars and trains over the said bridge during the period of reconstruction.
- R-2126 April 24 — Authorizing the C.N.R. to reconstruct and maintain the bridge over the creek at mileage 153.6 Ruel Subd., in the Township of Foleyet, District of Sudbury, Ont., and to operate their engines, cars and trains over the said bridge during the period of reconstruction.
- R-2127 April 24 — Authorizing the C.N.R. to reconstruct and maintain the bridge over Fire River at mileage 221.7 Ruel Subd., in the Township of Hayward, District of Algoma, Ont., and to operate their engines, cars and trains over the said bridge during the period of reconstruction.
- R-2128 April 25 — Requiring the C.N.R. to install automatic protection at the crossing of their railway at Walkley Road, in the City of Ottawa, Ont., at mileage 0.30 South Freight Shed Lead.

- R-2129 April 26 — Authorizing the removal of the speed limitation at the crossing of the Pennsylvania New York Central Transportation Company and Ste. Marie Boulevard, in the City of Valleyfield, P.Q., at mileage 29.75 Adirondack Subd.
- R-2130 April 26 — Approving the changes to the automatic protection at the crossing of the C.N.R. and Petite-Acadie Range Road, north of St. Jean, P.Q., at mileage 24.58 Rouses Point Subd.
- R-2131 April 26 — Authorizing the British Columbia Department of Highways to construct a temporary diversion of Highway No. 5 across the C.N.R. at mileage 6.36 Clearwater Subd., in B.C., and requiring the Railways to close the temporary crossing within one year.
- R-2132 April 26 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Second Street, in London, Ont., at mileage 111.39 Galt Subd.
- R-2133 April 26 — Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Imperial Oil Limited, at Milk River, Alta., near mileage 34.5 Coutts Subd., C.P.R.
- R-2134 April 26 — Assessing the cost of maintenance and operation of the automatic protection at the crossing of the C.N.R. and Gardiners Road, east of Collins Bay, Ont., at mileage 178.05 Kingston Subd., equally on the Railways and the County of Frontenac, Ont.
- R-2135 April 26 — Approving the location of the proposed flammable liquid bulk storage and transfer facilities of the Biggar Co-operative Association Limited, at Biggar, Sask., near mileage 0.14 Wainwright Subd., C.N.R.
- R-2136 April 26 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a rural road, in P.Q., at mileage 8.19 Montfort Subd.
- R-2137 April 26 — Approving changes in the automatic protection at the crossing of the C.N.R. and Caledonia Road north of Fairbank, Ont., at mileage 0.25 Leadley Spur Line, Newmarket Subd.
- R-2138 April 26 — Approving changes to the automatic protection at the crossing of the C.N.R. and Ottawa Suburban Roads Commission Road No. 109 west of Strathearn, Ont., at mileage 19.50 Beachburg Subd.
- R-2139 April 26 — Approving tolls to tariffs, filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-2140 April 26 — Requiring the Chesapeake and Ohio Railway Company to install automatic protection at the crossing of its railway and Fane Street, in Corunna, Ont., at mileage 65.80 Subdivision No. 2, and requiring the Railway to relocate the reflectorized signs to another crossing at James Street, in Ridgetown, at mileage 0.19 Mill Spur Subd. No. 1.

- R-2141 April 26 – Authorizing the Township of Moore to widen Paget Street where it crosses the track of the Chesapeake and Ohio Railway Company, in Corunna, Ont., at mileage 66.1 Subdivision No. 2, and requiring the Railway to install automatic protection at the said crossing and upon completion, to relocate the reflectorized signs to another crossing at Libby Street, Wallaceburg, at mileage 0.80 Libby Spur Subdivision No. 2.
- R-2142 April 26 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of the Golden Eagle Refining Company of Canada Limited at Port aux Basques, Nfld., at mileage 547.5 Port aux Basques Subd., and authorizing the Company to construct a low pressure diesel and stove oil pipe line across and under the Railways affixed to an overhead bridge carrying access road to Isle aux Morts at mileage 547.5 Port aux Basques Subd.
- R-2143 April 26 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the highway, at Lonsdale, Ont., at mileage 76.69 Belleville Subd.
- R-2144 April 26 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying Isle aux Morts Road across their tracks at Port aux Basques, Nfld., at mileage 547.5 Port aux Basques Subd.
- R-2145 April 26 – Amending Order No. 120136 which authorized the Quebec Department of Roads to construct an overhead bridge to carry Highway No. 6 across and over the C.N.R., in the Municipality of the Parish of Ste. Germaine de l'Anse aux Gascons, County of Bonaventure, P.Q., at mileage 30.03 Chandler Subd.
- R-2146 April 26 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road at Woodstock, Ont., at mileage 87.99 Galt Subd.
- R-2147 April 26 – Requiring the Pennsylvania New York Central Transportation Company to install automatic protection at the crossing of its railway and Norfolk County Road No. 15, Township of Townsend, Norfolk County, Ont., at mileage 65.51 Main Line Subd.
- R-2148 April 26 – Requiring the C.P.R. to relocate the reflectorized signs from the crossing of its railway and 25th Avenue, in the County of Strathcona No. 20, Alta., at mileage 92.59 Leduc Subd., to another crossing of a public road at mileage 0.12 Industrial Lead which commences at mileage 99.57 Leduc Subd.
- R-2149 April 26 – Authorizing the Township of Moore to widen Cameron Street, in Corunna, Ont., where it crosses the track of the Chesapeake and

- Ohio Railway Company, at mileage 65.70 No. 2 Subd.; requiring the Railway to install automatic protection at the said crossing and upon completion to relocate the reflectorized signs to another crossing at Mason Street, in the Town of Wallaceburg, at mileage 0.64 Libby Spur, No. 2 Subd.
- R-2150 April 26 – Requiring the C.N.R. to close within the limits of their right-of-way a public crossing in the County of Camrose No. 22, Alta., at mileage 20.63 Stettler Subd., and to relocate the reflectorized signs to another crossing of the highway at mileage 97.07 Stettler Subd.
- R-2151 April 26 – Declaring a level crossing of a public road and the C.N.R. in Lot 1, Concession 4, Township of Idington, Ont., at mileage 81.80 Kapuskasing Subd., a public crossing and authorizing The Val Rita-Harty Local Roads Board to improve the vision at the said crossing.
- R-2152 April 26 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Elgin Road, being County Road No. 48, County of Middlesex, Ont., at mileage 67.01 Dundas Subd.
- R-2153 April 26 – Apportioning the cost of constructing the subway to carry the tracks of the C.N.R. across and over the Mountain Highway, District of North Vancouver, B.C., at mileage 5.4 Burrard Subd.
- R-2154 April 26 – Authorizing the Highways Department of Manitoba to widen Provincial Trunk Highway No. 2 where it crosses the track of the C.P.R., North of the NE1/4-19-8-4WPM, in the R.M. of Grey, Man., at mileage 41.23 Glenboro Subd., and requiring the Railway to relocate the existing automatic protection to provide for the said widening.
- R-2155 April 26 – Amending Order No. R-715 which required the C.N.R. to construct their bridge near Chelan, Sask., at mileage 36.9 Chelan Subd.
- R-2156 April 26 – Authorizing the C.N.R. to operate their engines, cars and trains over the deviated portion of their Wainwright Subdivision, 2.28 miles in length, and the subway structure carrying highway No. 16 across and under their deviated track at mileage 255.5 Wainwright Subd., near Bremner, Alta.
- R-2157 April 26 – Apportioning the cost of reconstructing the subway carrying County Road No. 4 under the track of the C.P.R., in the Township of Pickering, County of Ontario, Ont., in Lots 8 and 9, between Concessions 3 and 4, at mileage 184.10 Belleville Subd.
- R-2158 April 26 – Requiring the R.M. of Garry No. 245, Sask., to improve the vision of the crossing of the Municipal Road and the C.N.R., at mileage 109.28 Tonkin Subd., between Sections 23 and 24, -27-9-W2M.

- R-2159 April 26 – Requiring the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Provincial Road No. 362 in Dauphin, Man., at mileage 0.59 Togo Subd., to another crossing of a public road at mileage 65.23 Neepawa Subd.
- R-2160 April 26 – Declaring a crossing of the C.N.R. and a public road, in Lot 25, Concessions 4 and 5, Township of Clute, District of Cochrane, Ont., at mileage 10.50 Kapuskasing Subd., a public crossing and authorizing the Hunta Local Roads Board to reconstruct the said crossing.
- R-2161 April 26 – Declaring the crossing of the C.N.R. and the public road, between Lots 18 and 19, Concession 10, Township of Kendall, District of Cochrane, Ont., at mileage 126.40 Kapuskasing Subd., a public crossing and authorizing the Kendall Local Roads Board to reconstruct the said crossing.
- R-2162 April 26 – Requiring the Chesapeake and Ohio Railway Company to install automatic protection at the crossing of its railway and Albertville Sideroad, Township of Gosfield South, Ont., at mileage 33.0 No. 1 Subd.
- R-2163 April 26 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and the Boundary Road between the Townships of Matilda and Edwardsburg, Ont., at mileage 103.86 Kingston Subd.
- R-2164 April 26 – Requiring the Township of Sidney to improve the vision where Township Road crosses the tracks of the C.N.R., in the County of Hastings, Ont., at mileage 229.69 Kingston Subd.
- R-2165 April 26 – Authorizing the Nova Scotia Department of Highways to widen and improve the approaches where Beaver Mountain Road crosses the C.N.R., near James River Station, N.S., at mileage 73.76 Hopewell Subd., and requiring the railway to install automatic protection at the said crossing.
- R-2166 April 26 – Authorizing the C.N.R. to close within the limits of their right of way, the crossing of their railway and the highway, in the Parish of Gagetown, County of Queens, N.B., at mileage 43.27 Oromocto Subd.
- R-2167 April 26 – Authorizing the C.N.R. to remove the caretaker and station building at Golden Lake, Ont., at mileage 72.8 Renfrew Subd.
- R-2168 April 26 – Authorizing the C.N.R. to remove the caretaker and station building at Portland, Ont., at mileage 51.3 Smiths Falls Subd.
- R-2169 April 26 – Authorizing the Pennsylvania New York Central Transportation Company to make changes to the interlocking at the crossing of its railway and the railway of the C.N.R., at Hagersville, Ont., at mileage 55.43 Main Line Subd., and mileage 26.7 Hagersville Subd.

- (C.N.R.) and requiring that no train or engine of the C.N.R. shall exceed a speed of twenty-five miles per hour at the crossing.
- R-2170 April 26 – Rescinding authority of Order No. 72198 and requiring that no engine, car or train exceed a speed of forty miles per hour when passing over the crossing of the C.N.R. and County Road No. 6, in Mariposa, Ont., at mileage 7.53 Uxbridge Subd.
- R-2171 April 26 – Assessing the cost of maintenance and operation of the automatic protection at the crossing of the Chesapeake and Ohio Railway Company and Main Street (formerly County Road No. 3), Village of Courtright, Ont., near mileage 61 No. 2 Subd.
- R-2172 April 26 – Authorizing the Toronto, Hamilton and Buffalo Railway Company to install signals at the Kinnear Wye, at mileage 0.15 Belt Line, in Hamilton, Ont.
- R-2173 April 26 – Approving the Service Station Application between The Bell Telephone Company of Canada and the Muskoka and Parry Sound Telephone Company Limited,
- R-2174 April 26 – Authorizing the removal of a speed limitation at the crossing of the C.N.R. and Sicard Street, in the City of Montreal, P.Q., at mileage 8.98 Longue Pointe Subd.
- R-2175 April 26 – Authorizing the County of Haldimand to reconstruct County Road No. 31 where it crosses the track of the C.N.R. at mileage 31.27 Hagersville Subd., between Lots 6 and 7, Concession 9, Township of Walpole, Ont.
- R-2176 April 26 – Amending Order No. R-1764 which required the C.P.R. to install automatic protection at the crossing of its railway and Granville Street, in the City of Vancouver, B.C., at mileage 0.24 South Shore Branch of the Vancouver and Lulu Island Subd.
- R-2177 April 26 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying Ferry Terminal Access Road across and over their tracks at Port aux Basques, Nfld., at mileage 0.2 Port aux Basques Yard Track.
- R-2178 April 26 – Authorizing changes in the automatic protection at the crossing of the C.N.R. and the Desjardins Avenue, in the City of Montreal, P.Q., at mileage 9.37 Longue Pointe Subd.
- R-2179 April 26 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the intersection of Booth Avenue and Lakeshore Boulevard East, City of Toronto, Ont.

- R-2180 April 26 – Approving the relocation of 3,000 imperial gallon flammable liquid storage tank of Shell Canada Ltd. at Hoey, Sask., near mileage 82.35 Cudworth Subd. C.N.R.
- R-2181 April 26 – Authorizing the C.N.R. to operate their engines, cars and trains over the tunnel carrying Hwy. No. 58 across and under their tracks in the Town of Thorold, County of Welland, Ont., at mile 5.50 Thorold Subd.
- R-2182 April 26 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Industrial Boulevard, City of Saint-Jean, P.Q., at mileage 23.99 Rouses Point Subd.
- *R-2183 April 30 – Authorizing limitation of liability on rates filed by the Canadian Freight Association (Western Line), on Zinc Concentrates, carload minimum weight 90% of marked capacity of car from mileage 60.6 Peace River Subd. of the Northern Alberta Railways to (a) Anaconda, Montana, and (b) Black Eagle, Montana, as Proportional rates, applicable only on shipments originating at Pine Point, North West Territories. (See page 192, 58 R.T.C.)
- *R-2184 April 30 – Authorizing The Bell Telephone Company of Canada to exercise its statutory powers to construct its lines of telephone along the sides across and over or under certain public highways within the corporate limits and under the municipal jurisdiction of the Mun. Corp. of the Parish of Ste-Julienne de Rawdon, P.Q. in the manner and within the limits set out in the plan dated April 24, 1968. (See page 173, 58 R.T.C.)
- *R-2185 May 2 – Authorizing limitation of liability on rates filed by the Canadian Pacific Railway Co., on Lead or Zinc Concentrates, carload minimum weight 90% of marked capacity of car from Tadanac, B.C., to Black Eagle, Montana, Bradley, Idaho, East Helena, Montana, and Silver King, Idaho. (See page 229, 58 R.T.C.)
- R-2186 May 2 – Authorizing the C.N.R. to construct a diversion of Hydro Rd. across their track in Lot 48, Con. 9, Rge 1, Twp. of Yarmouth, County of Elgin, Ont., at mileage 14.36 Talbot Subd. and upon completion requiring the Railways to remove the existing overhead bridge carrying Hydro Rd. over their railway at mileage 14.35 Talbot Subd.
- R-2187 May 3 – Authorizing the C.N.R. to remove the agent at St. Jacques, P.Q. provided an on-hand representative is appointed and available to perform certain duties.
- R-2188 May 3 – Approving the location of the proposed additional 5,000 imperial gallon flammable liquid bulk storage tank and associated piping of the British American Oil Co. Ltd. at Drumheller, Alta., near mileage 52.63 Drumheller Subd.

- R-2189 May 3 - Authorizing the C.N.R. to construct a siding to serve Hassenfeld Brothers Ltd. across Rue de la Province in the City of Jacques Cartier, County of Chambly, P.Q., opposite mileage 7.06 Sorel Subd., which commences at mileage 7.13 Sorel Subd., and requiring that automatic protection shall include the siding track.
- R-2190 May 3 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Duncan Rd., in St. Germain-de-Grantham, P.Q., at mileage 107.61 Drummondville Subd.
- R-2191 May 3 - Authorizing the Quebec Dept. of Roads to widen Lareau Range Road where it crosses the track of the C.P.R. in the Mun. of St. Gregoire-le-Grand, Iberville County, P.Q., at mileage 14.58 Adirondack Subd., and requiring the Railway to install automatic protection at the said crossing.
- R-2192 May 3 - Authorizing the Quebec Dept. of Roads to widen and improve Pierreville North Range Road where it crosses the track of the C.N.R. at mileage 7.33 Rouses Point Subd., in the Mun. of St. Valentin, County of St. Jean, P.Q., and requiring the Railways to install automatic protection at the said crossing.
- R-2193 May 3 - Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 6, in Grande Riviere, P.Q., at mileage 52.15 Chandler Subd.
- R-2194 May 3 - Authorizing the Corporation of the Twp. of Richmond, B.C., to construct and maintain a pedestrian walkway across the track of the C.P.R. at Granville Avenue, at mileage 4.14 Steveston Subd.
- R-2195 May 3 - Approving the portion of the proposed additional 2-inch chlorine gas pipeline of Hooker Chemicals Ltd. on the C.N.R. right-of-way at Watson Island, B.C., near mileage 87.01 Skeena Subd.
- R-2196 May 3 - Amending Order No. R-137 which approved C.N.R. Plan showing proposed deviation of the Sorel Subd., 7.68 miles in length in the Towns of St. Bruno de Montarville, St. Hubert and Boucherville and the City of Jacques-Cartier, P.Q.
- R-2197 May 3 - Apportioning the cost of reconstruction and improvement of the subway carrying Hwy. No. 2 (Dundas Street) in the Town of Whitby, Ont., under the C.P.R. at mileage 177.81 Belleville Subd.
- R-2198 May 3 - Approving revisions to tariffs filed by the British Columbia Telephone Company.
- R-2199 May 3 - Authorizing the C.N.R. to operate their engines, cars and trains adjacent to the retaining walls on each side of their railway, City of Montreal, P.Q., between mileages 4.43 and 5.80 Montreal Subd.

- R-2200 May 3 — Approving the location of the proposed new 14' x 28' office building and existing flammable liquid tank truck transfer facilities of Imperial Oil Ltd. at Imperial, Sask., near mileage 58.8 Colonsay Subd. C.P.R.
- R-2201 May 3 — Rescinding authority of Order No. 63434 which restricted the speed limitation to ten miles an hour at the crossing of the C.P.R. and Third Street, Town of Olds, Alta., first crossing north of Olds Station, mileage 56.63 Red Deer Subd.
- R-2202 May 3 — Approving the location of the proposed diesel fuel oil bulk storage and transfer facilities of the Manitoba Hydro at Ilford Man., Ticket Subd. of the C.N.R.
- R-2203 May 3 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road, south of Mont-Laurier, P.Q., at mileage 135.06 Ste Agathe Subd.
- R-2204 May 3 — Authorizing the C.N.R. to remove the agent at Cromer, Man., mileage 60.1 Cromer Subd.
- R-2205 May 3 — Approving for the period April 20 to October 20, 1968 the location of the proposed temporary anhydrous ammonia transfer facilities of Canadian Industries Ltd. at Woodville, Ont., near mileage 12.21 Cannington Spur Subd. of the C.N.R.
- R-2206 May 3 — Authorizing the Town of Gatineau, P.Q. to reconstruct Labrosse Boulevard where it crosses the track of the C.P.R. at mileage 111.40 Lachute Subd., and upon completion requiring the Railway to install automatic protection at the said crossing.
- R-2207 May 3 — Authorizing the C.N.R. to remove the agent and station building at Murray River, P.E.I., at mileage 36.3 Murray Harbour Subd.
- R-2208 May 3 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, at mileage 69.65 Beachburg Subd., Ont.
- R-2209 May 3 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Provincial Trunk Highway No. 18, at Bienfait Yard, Sask., at mileage 147.6 Estevan Subd.
- R-2210 May 3 — Authorizing the C.P.R. to remove the agent at Killaly, Sask., mileage 117.2 Neudorf Subd., provided a resident caretaker is appointed and available to perform certain duties.
- R-2211 May 3 — Approving tolls in Supplement No. 3 to Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.

- R-2212 May 3 - Approving tolls published in Tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A. (C.P.R.)
- R-2213 May 3 - Approving tolls published in Tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A. (Dominion Atlantic Rly. Co.)
- R-2214 May 3 - Approving tolls published in Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. (C.P.R.)
- R-2215 May 3 - Approving tolls published in Supplement No. 43 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-2216 May 3 - Approving tolls published in Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-2217 May 3 - Approving tolls published to Robinson's, Nfld., in Supplement No. 1 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-2218 May 3 - Approving tolls published from Contrecoeur, P.Q., in Supplement No. 3 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-2219 May 3 - Approving tolls published in Tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A. (C.P.R.)
- R-2220 May 3 - Approving tolls published in Tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A. (C.P.R.)
- R-2221 May 3 - Approving tolls published in Supplement No. 63 to Tariff filed by the Dominion Atlantic Railway Company under Section 8 of the M.F.R.A. and rescinding the authority of Order Nos. 123363, R-104, R-520.
- *R-2222 May 6 - Authorizing limitation of liability of rates filed by the Canadian Freight Association, on Lead or Zinc Concentrates carload minimum weight 90% of the marked capacity of car from mileage 60.6 Peace River Subd. of the Northern Alberta Railways to Tadanac (Trail), B.C. applicable only on shipments originating at Pine Point, North West Territories. (See page 23Q, 58 R.T.C.)
- R-2223 May 6 - Amending Order No. 123317 which authorized improvements to the protection at the crossing of the C.N.R. and Provincial Hwy. No. 20 at Allanburg, Ont., mileage 2.70 Thorold Subd.
- R-2224 May 6 - Approving the location of the proposed new 14' x 28' office building of Imperial Oil Ltd., at Unity, Sask., near mileage 57.88 Wainwright Subd. C.N.R.

- R-2225 May 6 – Approving tariffs filed by The Bell Telephone Company of Canada.
- R-2226 May 6 – Approving the location of the proposed ammonium nitrate storage facility of the Lake Lenore Co-operative Association Ltd. at Lake Lenore, Sask., near mileage 35.77 St. Brieux Subd. C.N.R.
- R-2227 May 6 – Approving the new Traffic Agreement, Appendix “A”, Appendix “B” and Supplement No. 1 to Traffic Agreement between The Bell Telephone Company of Canada and Northern Telephone Ltd. (Pickle Crow Settlement).
- R-2228 May 6 – Authorizing the Highways Department of Manitoba to construct Provincial Road No. 584 across the tracks of the C.N.R. at mileage 45.24 Togo Subd., in the SW1/4-10-26-26-WPM, R.M. of Hillsburg, Man.
- R-2229 May 6 – Approving changes in the automatic protection at the crossing of the C.N.R. and the Twp. Road in the Twp. of Litchfield, P.Q. at mileage 59.28 Beachburg Subd.
- *R-2230 May 7 – Recommending to the Governor in Council for sanction an agreement between the Great Northern Railway Company and Great Northern Pacific & Burlington Lines Inc., to merge and amalgamate. (See page 227, 58 R.T.C.)
- *R-2231 May 7 – Authorizing limitation of liability on the C.P.R. rate on Copper Concentrates in bulk in gondola cars from Spragge, Ont. to Montreal, P.Q. for export. (See page 233, 58 R.T.C.)
- R-2232 May 7 – Authorizing the Halifax-Dartmouth Bridge Commission to construct the approach to the Halifax-Dartmouth Narrows Bridge across the track of the C.N.R. in the City of Dartmouth, N.S. at mileage 10.25 Dartmouth Subd.
- R-2233 May 7 – Requiring the C.P.R. to install and maintain reflectorized signs at certain crossings of its railway in Canada during the year 1968.
- R-2234 May 7 – Amending Order No. R-2009 which authorized the C.N.R. to remove the station agent and appoint a resident caretaker at St. Simeon, P.Q., at mileage 153.2 Mont Joli Subd.
- R-2235 May 7 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of the Swan Valley Consumers Co-operative Limited at Birch River, Man., near mileage 21.4 Erwood Subd. C.N.R.
- R-2236 May 7 – Approving the location of the proposed warehouse for the storage of ammonium nitrate of the Rocanville Co-operative Association Ltd. at Rocanville, Sask., near mileage 53.05 Neudorf Subd. C.P.R.

- R-2237 May 7 - Approving the portion of the diesel rail car generating facilities and associated diesel fuel oil storage facilities of the British Columbia Hydro Power Authority located on the C.N.R. right-of-way at McBride, B.C.
- R-2238 May 7 - Amending Order No. 122849 which authorized the installation of automatic protection at the crossing of the C.P.R. at Newberry Street, City of Belleville, Ont., at mileage 91.61 Belleville Subd.
- R-2239 May 7 - Authorizing the removal of the speed limitation at the crossing of the Pennsylvania New York Central Transportation Company and Queen Street in St. Thomas, Ont., at mileage 115.92 Main Line Subd.
- R-2240 May 7 - Authorizing both the C.N.R. & C.P.R. to operate their engines, cars and trains over the private spur serving No. 2 Ross Industrial Area and across First Ave., west of Park Street in the City of Regina, Sask., at mileage 0.19 of the said spur, off mileage 1.07 Ross Estate Industrial Lead which commences at mileage 0.02 Winnipeg Street Industrial Lead off mileage 92.77 Qu'Appelle Subd. C.N.R.
- R-2241 May 7 - Authorizing both the C.N.R. & C.P.R. to operate their engines, cars and trains over the private spur serving No. 2 Ross Industrial Area and across First Ave., west of Park Street in the City of Regina, Sask., at mileage 0.18 of the said spur, off mileage 0.90 Ross Estate Industrial Lead which commences at mileage 0.02 Winnipeg Street Industrial Lead off mileage 92.77 Qu'Appelle Subd. C.N.R.
- R-2242 May 7 - Rescinding authority of Order No. R-1801 which approved the location of the temporary anhydrous ammonia transfer facilities of Canadian Industries Ltd. at Bolton, Ont., near mileage 21.6 MacTier Subd. C.P.R.
- R-2243 May 7 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road between Clarkboro and Aberdeen, Sask., at mileage 55.96 Aberdeen Subd.
- R-2244 May 7 - Approving the location of the proposed flammable liquid bulk storage and transfer facilities of the Canwood Co-operatives Association Ltd. at Canwood, Sask. near mileage 14.71 Big River Subd. C.N.R.
- R-2245 May 7 - Approving the location of the proposed new 12' x 16' office building and existing tank truck transfer facilities of Imperial Oil Ltd at Tilley, Alta., near mileage 53.25 Brooks Subd. C.P.R.
- R-2246 May 7 - Approving the location of the proposed platform extensions of Shell Canada Ltd., at Thompson, Man., near mileage 30.59 Thompson Subd. C.N.R.

- R-2247 May 7 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in London Ont., at mileage 0.85 Talbot Subd.
- R-2248 May 7 – Dismissing the application of the C.N.R. for authority to remove the agent from their station at Steep Rock, Man., mile 12.1 Steep Rock Subd.
- R-2249 May 7 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Cote St. Vincent in the Mun. of St. Benoit, P.Q., at mileage 8.77 Grenville Subd.
- R-2250 May 7 – Requiring the C.N.R. to install automatic protection in lieu of the existing protection at the crossing of their railway and Church Street in the Village of Isle-Verte, P.Q., at mileage 172.73 Mont-Joli Subd.
- R-2251 May 7 – Authorizing the C.P.R. to construct a siding adjacent to the main track across a public road at grade in the Village of Salmon Arm, B.C., at mileage 63.59 Shuswap Subd.
- R-2252 May 7 – Authorizing the Ont. Dept. of Highways to realign, widen and improve the Twp. Road where it crosses the track of the C.N.R. in Lot A, Con. 3, Twp. of Sidney, County of Hastings, Ont., at mileage 35.11 Marmora Subd. and upon completion requiring the Railways to install automatic protection at the said crossing.
- R-2253 May 7 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Abercorn-Glen Sutton Road, in the Village of Abercorn, P.Q., at mileage 24.86 Newport Subd.
- R-2254 May 7 – Declaring the crossing of the Twp. Road and the track of the C.N.R. between Con. 8 and 9, Lot 18, Twp. of Calder, Ont., at mileage 18.01 Kapuskasing Subd. a public crossing and assessing the cost of maintenance on the Driftwood Local Roads Board and requiring the Local Roads Board to improve the vision at the crossing.
- R-2255 May 9 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Agricultural Chemicals Ltd. at Cobourg, Ont., near mileage 0.60 Harwood Branch, H.B. mileage 264.07 Kingston Subd. C.N.R.
- R-2256 May 9 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Canadian Industries Ltd., at Picton, Ont., near mileage 0.39 Marmora Subd. C.N.R.
- *R-2257 May 9 – Authorizing the limitation of liability on rate filed by the Canadian Freight Association on Lead or Zinc Concentrates carload minimum weight 90% of marked capacity of car from mileage 60.6 Peace

River Subd. of the Northern Alberta Railways to New Westminster, North Vancouver, Port Moody, Prince Rupert and Vancouver, B.C., for export, applicable only on shipments originating at Pine Point, North West Territories. (See page ²³²234, 58 R.T.C.)

- R-2258 May 9 - Approving tolls published in tariffs filed by the C.N.R. under Section 3 of the M.F.R.A.
- R-2259 May 9 - Extending the time within which the C.N.R. are required by Order No. R-536 to improve the automatic protection at the crossing of their railway and Hwy. No. 62, in Eldorado, Ont., at mileage 71.34 Marmora Subd.
- R-2260 May 9 - Extending the time within which the C.N.R. are required by Order No. R-539 to improve the automatic protection at the crossing of their railway and Highway No. 62, south of Bancroft, Ont., at mileage 114.98 Marmora Subd.
- R-2261 May 9 - Extending the time within which the C.N.R. are required by Order No. R-538 to improve the automatic protection at the crossing of their railway and Highway No. 28 (Bridge Street) in Bancroft, Ont., at mileage 116.18 Marmora Subd.
- R-2262 May 10 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Agricultural Chemicals Limited at Port Hope, Ont., at mileage 270.6 Kingston Subd. C.N.R.
- R-2263 May 10 - Authorizing the British Columbia Department of Highways to construct an access road across the track of the C.N.R. at mileage 26.16 Cowichan Subd., and requiring the Department to improve the vision in all angles of the crossing.
- R-2264 May 10 - Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 51.14 and 52.29 on both sides of its Carberry Subd. in Man.
- R-2265 May 10 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Valley Road, in the Town of Sutton, P.Q. at mileage 18.82 Newport Subd.
- R-2266 May 10 - Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages on the Rivers Subd., in Man.
- R-2267 May 10 - Authorizing the Great Northern Railway Company to open for the carriage of traffic its branch line commencing opposite mileage 155.88 on the Seattle to Vancouver Line and ending at mileage 0.21 Burrard Inlet Line, New Westminster District, City of Vancouver, B.C.

- R-2268 May 10 – Authorizing the C.P.R. to remove the Agent-Operator at Ottawa West Station, Ont. at mileage 4.9 Ellwood Subd.
- R-2269 May 10 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Centre Street, in Brampton, Ont. at mileage 14.78 Halton Subd.
- R-2270 May 10 – Requiring the C.N.R. to relocate the reflectorized signs at the crossing of their railway and Huron County Road No. 3 in the Village of Brucefield, Ont. at mileage 39.10 Exeter Subd., to another crossing of a public road at mileage 0.63 Elm Street Spur off mileage 19.61 Dunnville Subd.,
- R-2271 May 10 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Stevenson Road, Oshawa, Ont., at mileage 1.59 Oshawa Spur, Belleville Subd.
- R-2272 May 10 – Amending Order No. 123217 which authorized the National Capital Commission to construct an Industrial Lead track, in the City of Ottawa, Ont., C.N.R. & C.P.R.
- R-2273 May 10 – Rescinding authority of Order Nos. R-416 and R-745 and assessing the cost of maintenance of the crossing of the C.P.R. and the Highway in the Town of Espanola, Ont., at mileage 43.88 Webbwood Subd. on the Merritt Township Statute Labour Board.
- R-2274 May 13 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Development Road No. 627, in the Twp of Nassagaweya, Ont., at mileage 39.88 Guelph Subd.
- R-2275 May 13 – Approving tolls published in Supplement No. 4 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 & 8 of the M.F.R.A.
- R-2276 May 13 – Approving toll published in Tariff filed by the C.N.R. under sections 3 and 8 of the M.F.R.A. (Dominion Atlantic Railway Company)
- R-2277 May 13 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Cowansville Road in Rainville, P.Q. at mileage 4.17 Adirondack Subd.
- R-2278 May 13 – Requiring the Northern Alberta Railway Company to install automatic protection at the crossing of its railway and Highway No. 727M, 1 mile west of Morinville, MD of Sturgeon No. 90, Alta. at mileage 21.63 Edmonton Subd.
- R-2279 May 13 – Authorizing the Halifax-Dartmouth Bridge Commission to construct and maintain the approach to the Halifax-Dartmouth Narrows Bridge across and over the tracks of the C.N.R., City of Dartmouth, N.S. at mileage 9.84 Dartmouth Subd.

- R-2280 May 13 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Highway No. 13, near Wetaskiwin, Alta., at mileage 58.47 Leduc Subd.
- R-2281 May 13 – Approving changes to the automatic protection at the crossing of the C.N.R. and Kennedy Road, Town of Brampton, Ont., at mileage 14.32 Halton Subd.
- R-2282 May 13 – Requiring the C.N.R. to relocate the reflectorized signs at the crossing of their railway and Bruce County Road No. 15 Ont., at mileage 29.67 Southampton Subd., to another crossing of a public road at mileage 0.32 Elm Street Spur which commences at mileage 19.61 Dunnville Subd.
- R-2283 May 13 – Requiring the C.N.R. to relocate the reflectorized signs at the crossing of their railway and Highway No. 880 in Havelock, N.B. at mileage 11.94 Havelock Subd., to another crossing of a public road at mileage 8.18 Inverness Subd., N.S.
- R-2284 May 13 – Amending Order No. 119679 which required the City of Sudbury and the C.N.R. to install automatic protection at the crossing of Bloor and Lansdowne Streets and the railway at mileage 5.77 Sudbury Terminal Subd. Ont.
- R-2285 May 13 – Approving changes to the automatic protection at the crossing of the C.N.R. and Mill Street, Town of Brampton, Ont., at mileage 15.53 Halton Subd.
- R-2286 May 13 – Requiring the C.N.R. to relocate the reflectorized signs at the crossing of their railway and Bruce County Road No. 10 in the Twp of Arran, County of Bruce, Ont., between Lots 26 and 27, at mileage 54.37 Owen Sound Subd., to another crossing of a public road at mileage 0.65 Elm Street Spur off mileage 19.61 Dunnville Subd.
- R-2287 May 13 – Amending authority of Order No. 122419 which required the C.N.R. to install automatic protection at the crossing of their railway and Whittom Road, Twp of Hope, Ont., at mileage 5.23 Chandler Subd.
- R-2288 May 13 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and La promenade Street in the City of Ste Foy, P.Q., at mileage 0.46 Champlain Subd.
- R-2289 May 13 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road 4.03 miles west of Dubuisson County of Abitibi, P.Q. at mileage 46.53 Val d'Or, Subd.

- R-2290 May 13 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Trunk Highway No. 39 at Weyburn, Sask., at mileage 0.11 Assiniboia Subd.
- R-2291 May 13 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Gaspé Street, Town of Bromont, P.Q. at mileage 114.30 Sherbrooke Subd.
- R-2292 May 13 – Requiring the Quebec Central Railway Company to install automatic protection at the crossing of its railway and Morissette Road in the Municipality of St. Benjamin, Dorchester County, P.Q. at mileage 34.65 Chaudière Subd.
- R-2293 May 13 – Requiring the C.N.R. to relocate the reflectorized signs at the crossing of their railway and Highway No. 148 near O'Leary, P.E.I. at mileage 41.18 Tignish Subd., to another crossing of a public road at mileage 0.28 Hickson Spur off mileage 49.44 Dundas Subd., Ont.
- R-2294 May 13 – Authorizing the removal of the speed limitation for west bound traffic at the crossing of the Kettle Valley Railway and the Highway at Lot 1824, Similkameen Division, mileage 69.17 Princeton Subd., now mileage 69.3 Yale District, B.C. (C.P.R.)
- R-2295 May 13 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Halton County Road No. 15, in Moffatt, Ont., at mileage 20.21 Goderich Subd.
- *R-2296 May 13 – Authorizing limitation of liability on proportional rates on Zinc, Lead or Zinc Concentrates, Crude Lead and Zinc Ore, from Pine Point, North West Territories, to mileage 60.6 Peace River Subd., Alta., of the Northern Alberta Railways moving beyond mileage 60.6 to Points published in tariffs of C.N.R., C.P.R., and Great Northern Railways. (See page ²³⁵235, 58 R.T.C.)
- *R-2297 May 13 – Fixing a charge on skelp in carload shipped from Contrecoeur, P.Q. to Edmonton, Alta., in respect of Agreed Charge tariff No. 89, and a charge on pipe from Edmonton to Vancouver and other stations in B.C. in respect of agreed charge No. 63 and amending Order No. 123650 by inserting the name Canadian Phoenix Steel and Pipe Limited. (See page ²³⁹239, 58 R.T.C.)
- R-2298 May 13 – Dismissing the application of the C.N.R. to discontinue their agency at Carragana, Sask., at mileage 22.9 Chelan Subd.
- R-2299 May 13 – Authorizing the C.N.R. to operate their turbo trains at a speed of 95 m.p.h., conventional passenger trains at a speed of 90 m.p.h. and freight trains at a speed of 60 m.p.h. over the diamonds crossings with the C.P.R. at mileage 66.61 Kingston Subd., east of Cornwall, Ont.

- R-2300 May 13 – Extending the time within which the C.P.R. is required by Order No. R-568 to install automatic protection at the crossing of its railway and the Twp Road, in the Twp. of Albion, County of Peel, Ont. at mileage 31.31 MacTier Subd., and mileage 50.75 Beeton Subd., C.N.R.
- R-2301 May 13 – Authorizing the Quebec Department of Roads to construct a retaining wall along the south side of the C.P.R. from mileage 1.31 to mileage 1.45 Westmount Subd., City of Westmount, P.Q.
- R-2302 May 13 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and a public road at mileage 91.75 Glenboro Subd., at Cypress River, Man.
- R-2303 May 13 – Authorizing the Ontario Department of Highways to widen and reconstruct Highway No. 7 where it crosses the track of the C.N.R. at mileage 50.15 Uxbridge Subd., Twp of Markham, Ont., and requiring the railways to install automatic protection in lieu of existing protection at the crossing.
- R-2304 May 13 – Authorizing the Municipality of Springfield to reconstruct the Municipal Road where it crosses the C.N.R. at mileage 237.46 Redditt Subd., between Sections 2 and 3, Twp 11 Range 5, East of the principal meridian in the Mun. of Springfield, Man.
- R-2305 May 13 – Requiring the R.M. of Winslow No. 319, to improve the sight lines at the crossing of the Municipal Road and the C.N.R. at mileage 33.18 Dodsland Subd., in the N.W.1/4-35-33-19-W3M, Sask.
- R-2306 May 13 – Authorizing the C.P.R. to construct a siding at grade across Third Avenue North to serve the Alberta Liquor Control Warehouse, City of Lethbridge, Alta., off a spur track which commences opposite mileage 108.17 Taber Subd.
- R-2307 May 13 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Windsor Suburban Road No. 21, Twp of Maidstone, Ont., at mileage 97.28 Chatham Subd.
- R-2308 May 13 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Route des 28, in the Parish of St-Ange-Gardien, Rouville County, P.Q. at mileage 5.88 St. Guillaume Subd.
- R-2309 May 13 – Authorizing the British Columbia Department of Highways to construct Highway No. 25 across the track of the C.N.R. in the District Municipality of Kitimat, B.C., at mileage 39.8 Kitimat Subd.
- R-2310 May 13 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Halton County Road No. 8, between Conc. 5 & 6 Twp of Nassagaweya, Ont., at mileage 36.06 Galt Subd.

- R-2311 May 13 — Authorizing the County of Lincoln to widen County Road No. 38 where it crosses the track of the Toronto, Hamilton and Buffalo Railway Company at mileage 20.11 Welland Subd. Twp of South Grimsby, Ont., and requiring the Railway to install automatic protection at the said crossing.
- R-2312 May 13 — Authorizing the C.P.R. to remove the signal and install "STOP" signs at the crossing of its railway and the C.N.R. at Guelph, Ont., at mileage 31.77 Goderich Subd., and the Guelph City Spur off mileage 30.6 Fergus Subd., (C.N.R.)
- R-2313 May 13 — Approving changes to the automatic protection at the crossing of the C.N.R. and James and John Streets, in Brampton, Ont., at mileages 14.93 and 14.95 respectively Halton Subd.
- R-2314 May 13 — Assessing the cost of maintenance and operation of the automatic protection at the crossing of the C.N.R. and Merritt Street, City of St. Catharines, Ont., at mileage 3.01 Fonthill Subd. on the Railways and the City.
- R-2315 May 13 — Declaring the crossing of the Twp Road and the C.N.R. between Lots 18 and 19 Concession 4, in the Twp of Clute, District of Cochrane, Ont., at mileage 8.39 Kapuskasing Subd., a public crossing and requiring the Frederickhouse Local Roads Board to improve the sight lines at the said crossing.
- R-2316 May 13 — Approving the relocation of the Lorne Avenue Lead at grade across Taylor Street, at mileage 1.50 of the said Lead which commences at mileage 188.35 Watrous Subd., City of Saskatoon Sask., and requiring the Railways to install automatic protection at the said crossing.
- R-2317 May 13 — Approving changes in the automatic protection at the crossing of the C.P.R. and Johnville-Martinville Road, Twp of Eaton, P.Q. at mileage 58.24 Megantic Subd.
- R-2318 May 13 — Rescinding authority of Order No. 118712 which authorized the Ontario Department of Highways to construct Highway No. 550 across the track of the C.P.R. and the installation of automatic protection in Indian Reserve No. 15D Rankin Location, District of Algoma, Ont.
- R-2319 May 13 — Approving revisions to Tariffs filed by the British Columbia Telephone Company.
- R-2320 May 13 — Amending Order No. 124057 which required the C.N.R. to install automatic protection at the crossing of their railway and Old Highway No. 10, Parish of St. Fabien, P.Q. at mileage 144.99 Mont Joli Subd.

- R-2321 May 13 – Authorizing the Windsor Suburban Roads Commission to widen and reconstruct Windsor Suburban Road No. 19 where it crosses the tracks of the C.N.R. in Twp. of Sandwich East, Ont., at mileage 98.42 Chatham Subd.
- R-2322 May 13 – Authorizing the Trans-Canada Pipe Lines Limited, to construct 36-inch diameter pipe line loops under the track of the C.N.R. at mileage 9.14 Pleasant Point Subd., in the SW1/4-10-11-8-WPM in the RM of Portage La Prairie, Man., and at mileage 51.28 Central Butte Subd., in the SW1/4-36-17-28W2M in the RM of Caron No. 162, Sask.,
- R-2323 May 13 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the Highway in the village of Baker Brook, N.B., at mileage 13.18 Monk Subd.
- R-2324 May 13 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Exhibition Drive, in Charlottetown, P.E.I. at mileage 0.39, Department of Highways Spur off Borden Subd.
- R-2325 May 13 – Amending Order No. 122797 which required the C.N.R. to install automatic protection at the crossing of their railway and County Road No. 10 (Boundary Road) Township of Tyendinaga, County of Hastings, Ont., at mileage 204.27 Kingston Subd.
- R-2326 May 13 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the public road at Dorchester Ont., at mileage 67.01 Dundas Subd.
- R-2327 May 13 – Requiring the County of Minburn No. 27 to improve the sight lines at the crossing of County Road and the C.N.R. in sections 32-52-15-W4M, Alta., at mileage 63.50 Vegreville Subd.
- R-2328 May 13 – Authorizing the County of Essex to reconstruct County Road No. 37, where it crosses the track of the C.P.R. at mileage 83.64 Windsor Subd., between Lots 12 and 13 Concession 2, Twp. of Tilbury North, County of Essex, Ont.
- R-2329 May 13 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Twp Road in Lot 7, Concession 2, Twp of Fauquier, Ont., at mileage 54.48 Kapuskasing Subd.
- R-2330 May 13 – Requiring the C.N.R. to relocate the reflectorized signs from the crossing at the site of an overhead bridge at mileage 13.23 Thorndale Subd., Ont., to another crossing of the highway at mileage 9.87 Waterloo Subd.,

- R-2331 May 13 -- Requiring the C.N.R. to install automatic protection at the crossing of their railway and Bristol Street in Liverpool, N.S., at mileage 0.06 Yarmouth Subd.
- R-2332 May 13 -- Authorizing the C.P.R. to operate its engines, cars and trains over its bridge at mileage 1.7 Shuswap Subd., and on the deviated track between mileages 1.3 and 2.0 Shuswap Subd., B.C.
- R-2333 May 13 -- Authorizing the Town of Mont-Saint-Hilaire to realign and reconstruct Ste. Anne Street where it crosses the track of the C.N.R. at mileage 53.54 to mileage 53.55 St. Hyacinthe Subd., P.Q., and upon completion requiring the Railways to install automatic protection at the said crossing.
- R-2334 May 13 -- Approving Supplement No. 5 to Traffic Agreement between The Bell Telephone Company of Canada and the Telephone System of the Municipality of the Village of Magnetawan.
- R-2335 May 13 -- Authorizing the RM of Mervin No. 499, to construct a Municipal Road across the track of the C.N.R. between the NW1/4 and the SW1/4-27-51-21W3M Sask., at mileage 60.06 Turtleford Subd., and upon completion requiring the Railways to close the crossing at mileage 60.39 Turtleford Subd.
- R-2336 May 13 -- Amending Order No. 125084 which authorized the Township of Huntingdon to improve the vision of the crossing of the Twp Road and the C.P.R. at mileage 70.33 Havelock Subd., Ont.
- R-2337 May 13 -- Authorizing the Peigan Band to reconstruct and improve the Road to the Sun where it crosses at grade the track of the C.P.R. at mileage 3.90 Brocket Southerly Branch between SE1/4-30 and the NE1/4-19-6-28-W4M in the Peigan Reserve No. 147, Alta.
- R-2338 May 13 -- Rescinding authority of Order No. 111525 and authorizing the C.P.R. to close the crossing of its railway and the public road at mileage 60.9 Ignace Subd., between Lots 22 and 23 Concession 5, Twp of Zealand, District of Kenora, Ont.; declaring the crossing of Birch Cliff Road and the C.P.R. at mileage 59.38 Ignace Subd., between Lots 19 and 20 Concession 5 Twp of Zealand, a public crossing and authorizing the Corporation of the Improvement District of Barclay to reconstruct the said crossing and upon completion requiring the Railway to install automatic protection at the crossing.
- R-2339 May 13 -- Dismissing application of the C.N.R. to remove the agent and appoint a caretaker at Telkwa, B.C.
- R-2340 May 13 -- Authorizing the Highway Department of Manitoba to widen Provincial Trunk Highway No. 2 where it crosses the track of the

track of the C.N.R. in the RM of MacDonald near the Village of Oak Bluff, Man., between the NE1/4-23 and the SE1/4-26-9-1 EPM at mileage 6.15 Carman Subd., and requiring the Railways to relocate the existing automatic protection to provide for the widened crossing.

- R-2341 May 13 – Authorizing the Town of New Glasgow, N.S., to construct a diversion road west of the C.N.R. right-of-way at mileage 43.55 Hopewell Subd., and upon completion, requiring the Railways to close the existing crossing at Matheson St., at mileage 43.55 Hopewell Subd.
- R-2342 May 14 – Authorizing the Quebec Natural Gas Corporation to construct a high pressure gas pipeline across and under the track of the C.N.R. Bonaventure Spur, on Atwater Avenue, in Montreal, P.Q., at mileage 0.65 off mileage 3.36 Montreal Subd.
- R-2343 May 14 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the Highway, in Bathurst, N.B., at mileage 108.77 Newcastle Subd.
- R-2344 May 14 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and the N-S Municipal District Road, in the NW1/4-14-53-6-W5M in the M.D. of Stony Plain No. 84, Alta., at mileage 57.94 Edson Subd., and requiring the Railways to relocate the reflectorized signs to another crossing of 112th Avenue, in Edmonton, at mileage 1.66 Industrial Lead Track, off mile 5.41 "B" Line, Edmonton Terminals Subd.
- R-2345 May 15 – Declaring the crossing of the C.N.R. and the Twp. Road between Lots 12 and 13, Con. 9, Twp. of Kendall, District of Cochrane, Ont., at mileage 124.31 Kapuskasing Subd., a public crossing and authorizing the Hallebourg Local Roads Board to reconstruct the said crossing.
- R-2346 May 15 – Approving Revised Appendix "A" and Supplement No. 6 to Traffic Agreement between The Bell Telephone Company of Canada and Burnt River Telephone Company Ltd.
- R-2347 May 15 – Approving for the period May 8 to October 15, 1968 the location of the proposed temporary anhydrous ammonia transfer facilities of Agricultural Chemicals Ltd., at Lindsay, Ont., C.N.R.
- R-2348 May 15 – Approving Appendix "A" and Supplements Nos. 9 and 10 to Traffic Agreement between The Bell Telephone Company of Canada and Muskoka and Parry Sound Telephone Company Ltd.
- R-2349 May 15 – Authorizing the Twp. of Clarke to construct a diversion road in Lots 34 and 35, Con. 3, Twp. of Clarke, County of Durham, Ont.,

eliminating the existing level crossing of the C.N.R. at mileage 160.45 Belleville Subd., and upon completion requiring the Railways to close the existing crossing.

- R-2350 May 15 – Approving the location of the flammable liquid tank car transfer facilities of Imperial Oil Limited, at Punnichy, Sask., near mileage 72.40 Watrous Subd. C.N.R.
- R-2351 May 15 – Approving C.N.R. Plan showing deviations of the Gages and Lysaght Spurs, in the City of Hamilton, County of Wentworth, Ont., involving certain track changes in the vicinity of Kenilworth Avenue, Beach Road and Burlington Street, at mileages 0.18, 0.20 and 0.46 of the Lysaght Spur., and authorizing the Railways to construct a crossover at the N & NW Spur at mileage 3.35 with the joint C.N.R. and T.H. & B. Industrial lead at mileage 0.02.
- R-2352 May 15 – Approving tolls published in Tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A. (Canada and Gulf Terminal Railway Co.), and rescinding authority of Order No.123143.
- R-2353 May 15 – Authorizing the Alta. Department of Highways to construct and maintain Highway No. 2 across the track of the Northern Alta. Railways Company at mileage 210.56 Slave Lake Subd., in the NE1/4-34-73-13-W5M, Alta., and upon completion, requiring the Railway to install automatic protection at the said crossing.
- R-2354 May 15 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road at mileage 92.74 Blackfoot Subd., Alta.
- R-2355 May 15 – Approving tariffs filed by the Canadian National Telecommunications.
- R-2356 May 15 – Approving under specific conditions the proposed liquefied petroleum gas rail mounted transfer facilities from tank car-flat car combination at switch heater storage tanks, at various locations on the Laggan Subd., of the C.P.R. in Alta.
- R-2357 May 16 – Approving tolls published in tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A.
- R-2358 May 16 – Approving tolls published in Tariff filed by the C.P.R. under Section 8 of the M.F.R.A., and rescinding authority of Order Nos. 123566, 124277 and 125421, R-481, R-663 and R-1590.
- R-2359 May 16 – Approving toll published in Tariff filed by the C.P.R. under Section 8 of the M.F.R.A.

- R-2360 May 16 – Approving toll published to Saint John, N.B., in Supplement No. 9 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-2361 May 16 – Approving toll published to Deer Lake, Nfld., in Agreed Charge Tariff by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-2362 May 16 – Approving tolls published in Tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- R-2363 May 16 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-2364 May 16 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-2365 May 16 – Authorizing the C.N.R. to operate their engines, cars and trains past the less than standard side clearances along the private siding tracks serving Allan Potash Mines, which commences at mileage 1.29 of the Main Lead Track, off mileage 159.96 Watrous Subd., in Allan, Sask., provided signs indicating less than standard side clearances are erected.
- R-2366 May 16 – Approving tolls published in tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A. (Canada and Gulf Terminal Railway Co.), and rescinding the authority of Order Nos. 123150 and R-1900.
- R-2367 May 16 – Approving the location of the proposed concrete dyke for flammable liquid storage tanks of Texaco Canada Ltd., at Edson, Alta., near mileage 129.4 Edson Subd. C.N.R.
- *R-2368 May 16 – Recommending to the Governor in Council for sanction a Supplementary Agreement between the C.P.R. and the Napierville Junction Rly. Co. modifying the cost and billing arrangements. (See page 241, 58 R.T.C.)
- *R-2369 May 16 – Exempting the C.P.R. and the Napierville Junction Rly. Co. from complying with certain conditions required by subsection (2) of Section 156 of the Railway Act with respect to publication of the notices of Supplementary Agreement in the Canada Gazette and in newspapers and the consent of shareholders. (See page 242, 58 R.T.C.)
- R-2370 May 16 – Approving the portion of Fernand Perron's flammable liquid bulk marketing plant located on the C.P.R. right-of-way at Papineauville, P.Q., near mileage 78.96 Lachute Subd.

- R-2371 May 16 – Approving the 30th Revised Schedule “B” of the Traffic Agreement between The Bell Telephone Company of Canada and the Canadian Overseas Telecommunication Corporation.
- R-2372 May 16 – Authorizing the C.N.R. to operate their engines, cars and trains over the bridge at mileage 140.8 Ruel Subd., Ont.
- R-2373 May 16 – Authorizing the City of Thetford Mines to construct a pedestrian crossing opposite Cyr Street East across the tracks of the Quebec Central Railway, in the County of Megantic, P.Q., at mileage 2.40 Thetford Mines Industrial Yard Spur., and requiring that no railway cars shall be left standing on siding within fifty feet of the said pedestrian crossing and that all train movements over the crossing are to be flagged by a member of the train crew.
- R-2374 May 16 – Authorizing the Quebec Department of Roads to realign and improve Old Highway No. 23 where it crosses the track of the Quebec Central Rly. in the Mun. of the Parish of Notre-Dame-de-la-Providence, County of Beauce, P.Q., from mileage 18.63 to mileage 18.64 Chaudiere Subd.
- R-2375 May 16 – Authorizing the C.N.R. to construct an industrial track to serve Grandview Industrial Park, across Grandview Avenue, in the City of Saint John, County of Saint John, N.B., at mileage 0.29 off mileage 1.45 on their Industrial Spur and junctions with the Dry Dock Spur at mileage 1.07 off mileage 85.39 Sussex Subd., and requiring the Railways to install automatic protection at the said crossing.
- R-2376 May 17 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Clarkson Road, in Clarkson, Ont., at mileage 16.09 Oakville Subd.
- R-2377 May 17 – Authorizing the removal of the speed limitation at the crossing of the British Columbia Hydro and Power Authority and 33rd Avenue, in Vancouver, B.C., at mileage 2.82 Vancouver Subd.
- R-2378 May 17 – Requiring the C.N.R. to have a member of the train crew flag all railway movements over the siding crossing First Street, in Belle River, Ont., at mileage 90.23 Chatham Subd.
- R-2379 May 17 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on the west side of its Outlook Subd., Sask.
- R-2380 May 17 – Approving the installation of reflectorized signs at the crossing of a public road and the C.N.R. at mileage 128.43 Drumheller Subd., Alta.

- R-2381 May 17 – Exempting the C.N.R. from erecting and maintaining right of way fences on both sides of their Chisel Lake Subd., between mileage 60.73 and mileage 72.06, Man.
- R-2382 May 17 – Exempting the C.P.R. from erecting and maintaining right of way fences on the south side of its Glenboro Subd., between mileages 132.81 and 133.31, Man.
- R-2383 May 17 – Exempting the C.P.R. from erecting and maintaining right of way fences on the north side of its Megantic Subd., between mileages 66.67 and 67.23, P.Q.
- R-2384 May 17 – Authorizing the County of Vulcan No. 2 to construct a municipal road across the track of the C.P.R., between the SE1/4 Sec. 16 and the SW1/4-15-20-25 W4M, Alta., at mileage 52.34 Lomond Subd.
- R-2385 May 17 – Authorizing the C.N.R. to operate their engines, cars and trains jointly with the C.P.R., in the City of Ottawa, Ont., between certain mileages on the Ellwood Spur, Ellwood Subd., Carleton Spur and the C.P.R. to operate its engines, cars and trains jointly with the C.N.R., between certain mileages on the Alexandria Subd., North Freight Shed Lead and Chaudiere Spur.
- R-2386 May 17 – Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 34.36 and 34.90 on the west side of its Walkerton Subd., Ont.

Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

IN THE MATTER OF the application of The Bell Telephone Company of Canada under the provisions of Chapter 39, Statutes of Canada 1957-58, for approval by the Railway Transport Committee, Canadian Transport Commission, of the issue, sale or disposition of its capital stock to employees of subsidiary companies upon the terms and conditions set forth in the Employees' Savings Plan of the Company, approved on February 18, 1966, by The Board of Transport Commissioners for Canada in its Order No. 120008.

File No. 36730

May 27, 1968

BEFORE:

D.H. JONES,
H.H. GRIFFIN,
W.R. IRWIN,
A.S. KIRK,
J.M. WOODARD,

Chairman.
Commissioner.
Commissioner.
Commissioner.
Commissioner.

AUG 16 1968

OFFICE OF THE
COMMISSIONER
OF TRANSPORT

APPEARANCES:

A.J. de GRANDPRE, Q.C.,
and
GUY HOULE,
RAYMOND ROCK, M.P.,

RENE EMARD, M.P.

for The Bell Telephone Company of Canada.

representing the Constituency of Jacques-
Cartier – LaSalle, Que.

representing the Constituency of Vaudreuil-
Soulange, Que.

Heard at Ottawa, Ontario, April 4, 1968.

BY THE RAILWAY TRANSPORT COMMITTEE

JUDGMENT

The Judgment of Jones, Irwin, Kirk and Woodard, C.C., was delivered by:

JONES, Chairman:

The Bell Telephone Company of Canada applied to The Railway Transport Committee, Canadian Transport Commission, for authority to extend its Employees' Savings Plan to the employees of its subsidiary companies.

The Employees' Savings Plan which is the subject of this application was approved by the then Board of Transport Commissioners for Canada on February 18, 1966, by its Order No. 120008. The application of the Company at that time was, in effect, for authority to substitute the Savings Plan for the old Employees' Stock Plan which had been in force, in a variety of forms since 1922, and since 1929 with Board approval, when Parliament first conferred that power. The application of February 1966 also asked for authority to extend the Savings Plan to the Company's subsidiaries, principally Northern Electric Company, Limited. This portion of the application was dismissed without reasons being stated, and the Board in its Judgment said:

"We have not been persuaded that the 'Employees' Savings Plan' should be extended to subsidiaries of the Company, but should the Company wish to have the matter reviewed by the whole Board it may so request and the Board will hear it at a time and place to be set."

It should be observed in passing that the Judgment of the Board just referred to was given after a public hearing at which evidence in support of its contention was introduced by the Company.

The present application was made to the Committee on March 12, 1968, and at the subsequent public hearing held on April 4, 1968, Counsel for the Company stated that it was not one for a review of the Judgment of February 1966; it was a new application altogether.

By way of explanation for the passage of more than two years since the 1966 Judgment of the Board of Transport Commissioners, Counsel referred to the Company's attempt to have the requirement that the Committee must authorize the issue, sale or disposition of the Company's capital stock, rescinded by amendment to its Act of Incorporation, which amendment was only denied by Parliament earlier this year.

Accordingly, we have before us a new application, supported by fresh evidence, for authority to extend the benefits of the Employees' Savings Plan to subsidiaries of the Company, and we have treated it as such.

With the enactment of the National Transportation Act, Statutes of Canada, 1966-67, Chapter 69, and the general regulations made thereunder, the Railway

Transport Committee of the Canadian Transport Commission assumed the jurisdiction exercised by the former Board of Transport Commissioners for Canada. In the present case, the jurisdiction of the Committee is conferred by Section 2, Statutes of Canada, 1957-58, Chapter 39, an Act that amends the Act of Incorporation of The Bell Telephone Company of Canada:

"2. The Company shall not have power to make any issue, sale or other disposition of its capital stock, or any part thereof, without first obtaining the approval of the Board of Transport Commissioners for Canada of the amount, terms and conditions of such issue, sale or other disposition of such capital stock. Subject to any applicable legislation relating to the issue, sale or other disposition of securities by corporations, the issue, sale or other disposition of capital stock by the Company in accordance with such approval shall be legal and valid."

The proposal to extend the Company's Employees' Savings Plan to employees of subsidiaries clearly falls within this section.

Counsel for the Company filed as Exhibit 1 a copy of the present Employees' Savings Plan, which at the moment applies only to its own employees. Section 1 of the Plan provides that:

"Any regular employee who as of March 31st has completed at least three months of net credited service with The Bell Telephone Company of Canada (hereinafter referred to as the Company) shall be eligible to apply for participation in this Employees' Savings Plan during any enrolment period."

In order to extend the Plan to subsidiaries, the Company proposes to amend Section 1 by adding after the words "(hereinafter referred to as the Company)" the words "or certain of its subsidiary companies". It is this amendment for which the Company seeks the approval of the Committee. No further change in or amendment to the Plan is proposed.

While we agree that the principle of extending the right to participate in the plan in its present form to employees of subsidiaries is sound and should be approved, we cannot agree that extension should be permitted in such general terms.

On obtaining our approval the Company stated it would immediately extend the plan to the following subsidiary companies listed in Exhibit 2:

<u>Name of Subsidiary</u>	<u>Number of employees at Dec. 31, 1967 (approximate)</u>
Northern Electric Company, Limited	22,557
The Avalon Telephone Company, Limited	842
The Capital Telephone Company, Limited	4
La Compagnie de Téléphone Disraeli	3
La Tuque Telephone Company	53

<u>Name of Subsidiary</u>	<u>Number of employees at Dec. 31, 1967 (approximate)</u>
Northern Telephone Limited	846
Algoma Central Telephone Co. Limited	
Northern Quebec Telephone, Inc.	
The Pontiac Rural Telephone Co. Limited*	15
Telebec Inc.	14
Telecommunications de L'Est, Ltée	15
Telecommunications Richelieu, Ltée	18
Telephone Princeville Ltée	3

(* acquired March 1968)

When Exhibit 2 was filed, Mr. de Grandpré was asked whether the Company was seeking our authority to extend the Plan to all subsidiaries presently and hereafter owned or controlled, or whether the application was confined to the subsidiaries listed in Exhibit 2, as listed above. Mr. de Grandpré's answer was:

"In order to try and clarify the Company's position, if the application is granted you have an undertaking by the Company to extend the Plan to these subsidiaries that are listed in Exhibit No. 2. This is for the immediate future but, of course, we could acquire other companies in the future where we would have five, ten, fifteen, twenty-five employees. And we need a certain flexibility. We cannot leave them in a straitjacket for the future."

It was explained to us that the by-laws of the Company, which had received the required shareholder approval, specifically empowered the directors of the Company to issue, sell or dispose of stock to persons including employees of the Company or of its subsidiaries. Indeed, it is the intention of the directors, should we approve the application in the terms asked, immediately to designate the employees of the subsidiaries listed in Exhibit 2 as being eligible to participate in the Employees' Savings Plan, and to do the same with respect to subsidiaries acquired later, but without further reference to the Committee. This, in our opinion, is the correct interpretation to be placed on the statement of Mr. de Grandpré just quoted.

Section 2 of Statutes of Canada 1957-58, Chapter 39, amending the Act of Incorporation of the Company, should not be interpreted so broadly. What it requires the Committee to review and approve is the amount, terms and conditions of "... any issue, sale or other disposition . . ." of the capital stock of The Bell Telephone Company of Canada. We consider the language of the Section envisages the extension of the Company's Employees' Savings Plan to designated subsidiary companies and their employees now owned or controlled. But we cannot approve, in advance, the extension of the Plan to companies which Bell Telephone may acquire in the future. Each case

must be judged on its own merits, and any extension of the Savings Plan to the employees of companies acquired in the future must be the subject of a separate application. To hold otherwise would, in our opinion, be to abdicate our jurisdiction.

The extension of the Employees' Savings Plan to the employees of the subsidiaries listed in Exhibit 2 will make another approximately 24,370 persons eligible to buy Bell Telephone shares under the terms and conditions of the Plan. As there are now about 38,000 employees of the Company who are eligible to buy under the Plan, our approval of this application will open the door to a total of approximately 62,000 people.

Mr. A. J. Groleau, an Executive Vice-President of the Company, was called and gave evidence before us. He described how the Plan presently operates and how it would apply to employees of subsidiary companies if its extension were approved.

The principal purpose of the Savings Plan is to encourage employees to save a portion of their income during their period of work with the Company, and to enable them to become part owners of the business. Mr. Groleau was of opinion that this gave employees a greater sense of participation in the work of the Company, and more important from the standpoint of the employee, a supplemental income on retirement and the security afforded by a valuable and growing capital asset.

From the standpoint of the Company, the Employees' Savings Plan is an important source of equity capital on reasonable terms which normally it would otherwise have to find at somewhat greater cost and less favourable terms. Another advantage to the Company is that employees' contributions to the Plan are made bi-monthly on each pay day, resulting in a steady and predictable cash flow.

During the last fiscal year of the Company ending December 31, 1967, Bell Telephone employees participating in the Plan purchased 563,000 shares, and net proceeds of \$21,367,000 were provided for Company use. The Company's construction program for 1967 cost \$313,000,000, and the estimates for 1968 and 1969 are \$317,000,000 and \$333,000,000 respectively. The bulk of this money will be generated by the Company internally, but the estimated amount of additional capital required to support the 1968 program will be \$125,000,000 and for the 1969 program, \$131,000,000. The Company is very properly desirous of maintaining a prudent ratio between debt and equity in the issuance of its securities, and in this situation the equity capital available from the Employees' Savings Plan becomes significant in relation to the amounts the Company has to find in the open equity market.

Studies by the Company and by the Committee's own technical advisers show that of the 38,000 eligible employees of Bell Telephone, about 25,000 – approximately 65% – participated in the Plan at the end of 1967. As we have stated, this participation produced net proceeds of almost \$22,000,000. We have calculated that on the basis of the information before us, extension of the Savings Plan to employees of the subsidiaries listed in Exhibit 2 would produce an additional \$13,000,000 in future years, assuming

that 65% of the eligible employees of the subsidiary companies participated in the Plan. When this amount is added to the net proceeds of purchases by Bell Telephone employees, it is possible to project an availability of capital from the Employees' Savings Plan in the order of \$35,000,000. This is more than 10% of the annual estimated capital requirement of the Company for construction purposes in 1968 and 1969.

The Company introduced extensive evidence to show the wide acceptance of employee stock participation plans in Canada and the United States. Canada's largest Manufacturing, Resource, Utility and Merchandising Companies were examined. Of the 45 Canadian companies listed, 13 had employee savings plans and of these one had no subsidiaries. (British Columbia Telephone Co. participates in the plan of its parent company). Of the 12 companies, only 2 do not extend their plan to subsidiaries, and one of these is Bell Telephone.

The data made available to the Committee in respect of the United States shows that of the 71 major American companies with plans, 17 are eliminated from consideration, either because they do not have subsidiaries or because insufficient data is available. Of the 54 companies remaining, 52 extend their plans to subsidiaries. Of the 52 companies, 11 are utilities that undergo some form of regulation and in no case was approval of a regulatory tribunal required prior to extension of their plans to their subsidiaries, although in five cases the creation of the stock plan itself required approval of a regulatory body.

In considering this application, we received satisfactory assurances that the Plan, subject to eligibility, is now readily available to *all* employees of Bell and on approval of this application would be available to all employees of the designated subsidiaries in the same way. Data based on salary ranges was not available, but the Company furnished us with information showing the extent of participation in relation to years of service. This is reproduced in tabular form below:

**Number of Employees Participating in the Employees' Savings Plan
according to length of service as at July, 1967**

(Figures in brackets are percentage of those eligible)

<u>Length of Service</u>	<u>Male</u>	<u>Female</u>	<u>Total</u>
0 — 4 years	3,759 (67.9)	6,258 (61.4)	10,017 (63.7)
5 — 9 years	1,413 (82.7)	1,921 (76.1)	3,334 (78.7)
10 — 14 years	3,202 (83.4)	1,800 (80.5)	5,002 (82.3)
15 — 24 years	4,192 (86.5)	2,420 (86.8)	6,612 (86.6)
25 & over "	1,940 (89.0)	727 (91.7)	2,667 (89.7)
	14,506 (80.1)	13,126 (70.8)	27,632 (75.4)

The above figures show that eligible employees with up to 4 years of service participate in the Employees' Savings Plan to the extent of 63.7%. The percentage rises with length of service and reaches 90% after 25 years.

There is every reason to think, and the Company so assures us, that there will be comparable participation by employees of subsidiaries once the Plan is made available to them, particularly in the case of Northern Electric Company, Limited.

Indeed, one of the reasons advanced by the Company for approval of the extension of the Plan, was that it would do away with a strong feeling of discrimination as between employees of Bell and employees of subsidiaries who work together in large numbers and who are frequently moved back and forth between the Company and its subsidiaries. Mr. Groleau went so far as to assure us that he had personal knowledge that this feeling exists, and that the inability of employees of subsidiaries to participate in the Plan was an important factor in collective bargaining.

Notice of the application and the hearing was published in the Canada Gazette and in newspapers in both Ontario and Quebec. Notice was also sent to The Director of Investigation and Research under the Combines Investigation Act. No one appeared in opposition at the hearing, nor were any written or other representations received by the Committee. Mr. Raymond Rock and Mr. René Emard, both Members of Parliament, personally appeared at the hearing in support of the application.

The statutory obligation upon the Committee is to examine the amount, terms and conditions of any issue, sale or other disposition of the capital stock of the Company, primarily in the interests of the telephone subscribers. The substantial amounts of capital that extension of the Plan to the subsidiaries will make available to the Company for use in its future construction programs is of material benefit to the subscribers to the extent that it reduces the amount of capital to be raised by bond issues or by equity issues through rights offerings.

We are also of opinion that approval of the application will be to the benefit of the Company, its subsidiaries and their employees for the reasons urged upon us by the representatives of the Company who appeared at the hearing, and which we have discussed throughout this Judgment. We are not persuaded that the statute requires us to go a step further to consider the interests of the general shareholders of Bell Telephone whose participation in equity issues will be somewhat reduced by increased employee participation. We should like to observe, however, that the Employees' Savings Plan and its predecessor plans have been in effect, with shareholder approval since 1922, and Board approval since 1929, that extension of the present Savings Plan to employees of subsidiaries is contemplated by the by-laws of the Company which themselves have shareholder approval, and that the price at which shares are available to employees is normally several percentage points higher than they are available to ordinary shareholders through the exercise of rights or share purchase warrants.

The Employees' Savings Plan of the Company is therefore approved for extension to the subsidiary companies listed in Exhibit 2, and the necessary amendment to the Plan shall so state.

An Order will issue accordingly.

(Sgd.) DAVID H. JONES

(Sgd.) W.R. IRWIN

(Sgd.) A.S. KIRK

(Sgd.) J.M. WOODARD

Ottawa, May 27, 1968.

GRIFFIN, C. (dissenting)

The application is one by The Bell Telephone Company to extend its Employees' Savings Plan to subsidiary companies.

The application is made under the provisions of the Company's private Act and in particular under the provisions of section 2 of chapter 39 of the Statutes of Canada 1957-58, 6 Elizabeth II, which reads as follows:

"The Company shall not have power to make any issue, sale or other disposition of its capital stock, or any part thereof, without first obtaining the approval of the Board of Transport Commissioners for Canada of the amount, terms and conditions of such issue, sale or other disposition of such capital stock. Subject to any applicable legislation relating to the issue, sale or disposition of securities by corporations, the issue, sale or other disposition of capital stock by the Company in accordance with such approval shall be legal and valid."

Section 1 of the Company's Employees' Savings Plan dated July 1, 1966, reads as follows:

"Any regular employee who as of March 31st has completed at least three months of net credited service with The Bell Telephone Company of Canada (hereinafter referred to as the Company) shall be eligible to apply for participation in this Employees' Savings Plan during any enrolment period."

The Company asks the Committee to approve an amendment which would add after the words in brackets above "(hereinafter referred to as the Company)" the words "or certain of its subsidiary companies".

It would be left to the Directors of the Company to designate what subsidiaries would be included but Counsel for the Company has given the assurance that it would include the subsidiary companies set out in Exhibit 2, which are:

**"Bell Canada
Designated Subsidiary Companies**

	Employees at 31 Dec. 1967 (approx.)
Northern Electric Company, Limited	22,557
The Avalon Telephone Company, Limited	842
The Capital Telephone Company, Limited	4
La Compagnie de Telephone Disraeli	3
La Tuque Telephone Company	53
Northern Telephone Limited	846
Algoma Central Telephone Co. Limited	
Northern Quebec Telephone, Inc.	

"Bell Canada Designated Subsidiary Companies (cont'd)

	Employees at 31 Dec. 1967 (approx.)
The Pontiac Rural Telephone Co. Limited*	15
Telebec Inc.	14
Telecommunications de l'Est Ltée.	15
Telecommunications Richelieu Ltée.	18
Telephone Princeville Ltée.	3

* Acquired March 1968"

At the present time there are approximately 38,000 employees in The Bell Telephone Company. The additional numbers of employees who would benefit from the Plan is set out in the exhibit above. The Company wishes to bring the extension of the Plan into effect by July 1st next. There would, therefore, be at that time some 60,000 to 62,000 employees of the Company and its subsidiaries who would enjoy the benefits of the Plan.

In essence the Plan permits an employee of the Company to subscribe for shares in an amount varying from 2% to 10%, inclusive, of the employee's wages or salary. He may reinvest the dividends from this stock in an amount of from 20% to 100% of the dividends received. These percentages may be varied by the Company but at the present time stand at 20% and 100% respectively.

The employee subscribes for the shares upon the following terms as set out in section 5 of the Plan:

"The purchase price per share of all stock issued in accordance with the provisions of this Plan shall be the lesser of 85% of the average market price for

- (a) the second calendar quarter of the year in which the payment period commenced, or
- (b) the second calendar quarter of the year in which the payment period was completed (or, when shares are issued before completion of a regular payment period, the three months prior to the month in which the final payment was made),

provided that in no event shall the subscription price per share be less than par value. The average market price will be the simple average of the daily closing prices on the Montreal and Toronto Stock Exchanges."

During the subscription period, the following provisions as to interest prevail:

"Interest, compounded quarterly, shall be credited on all outstanding amounts deducted from pay or pension and/or arising from dividends assigned to the Company and, until otherwise determined by the Company, shall be at the rate

of 6% per annum on amounts applied to the purchase of shares, or 5% per annum on cancellations and partial withdrawals."

There are many other provisions but the above constitutes the essence of the Plan.

The principal reasons advanced by the Company in support of its application are:

1. That it will remove a feeling of discrimination which exists amongst employees of Northern Electric (and presumably employees of other subsidiaries), particularly as many employees of Northern Electric work side by side with employees of Bell. Moreover, there are a number of employees going from Bell to Northern Electric; upon such transition, they lose the entitlement to such benefit.
2. It will assist recruitment.
3. It is an additional provision for employees' security in that it adds to the benefits of the Company's pension plan.
4. It results in a feeling of participation by the employees by achieving for them a part ownership in the company and promotes stability and sense of loyalty.
5. It produces a considerable revenue internally and reduces the need for the Company to go on the market to that extent. This, the Company points out, is most beneficial at this time when the costs of money are high.
6. It is a common practice amongst corporations in Canada and the United States. The Company filed an exhibit listing some 45 Canadian companies of which 10 had such stock plans which were extended to subsidiaries. A corresponding listing for the United States showed some 71 Companies of which 52 had plans which were extended to subsidiaries.

Counsel was asked specifically for his submissions in respect to the Committee's duties under the legislative provision referred to above. In the view of Counsel the Committee has no responsibility to the shareholders of the Company or to the employees of the Company, or its subsidiaries, but has its usual duty of considering how any proposal may affect the telephone subscribers.

There could be various terms and conditions imported into the issuance of the stock of a company, which, though resulting in more ready recruitment of funds and, therefore, presumably in the interest of the subscribers or customers, would not necessarily be in the interest of the public generally. In my opinion, one must go further in this application and consider not only the interest of the telephone subscribers but also the public interest generally.

In considering this, I have had thought to the following:

- (a) If the subsidiary companies' pension schemes are inadequate, then they should consider making them more beneficial.

- (b) Although there may be a feeling of discrimination amongst certain employees, the difference that such a fringe benefit would confer is not such as to cause them to become inefficient or resentful employees, or to cause the instability that results in persons leaving the Company's employ. It is not sufficient to cause difficulty in recruitment.
- (c) Once the Committee approves an extension to subsidiaries, then it is virtually irrevocable and will probably have to be extended to any subsidiaries later acquired by Bell and to whom the Directors choose to extend it. At the present time New Brunswick Telephone Company is excluded as it has its own Stock Plan. The other companies that are referred to in the proceedings as being excluded are either such as have no employees or are subsidiaries of Northern Electric.

The Employees' Savings Plan is such that it not only permits an employee of Bell to purchase at less than the market price of the shares but imports an option provision in that he may purchase at 85% of the lower of two average market prices (i.e., the second quarter of the year in which payment was begun, or the second quarter of the year in which payment was completed). The regular payment period begins on July 1 and concludes on June 30 of the following year. There is, therefore, an option benefit of two average market prices which are twelve months apart.

The Employees' Savings Plan was preceded by the Company's Employees' Stock Plan, which had been in effect, in some form, since 1920. I do not question the propriety of the Company's present plan. I was a member of the panel of the Board of Transport Commissioners which heard the application by Bell to vary its Plan and which approved the provisions that are incorporated in the present Employees' Savings Plan. I do question, however, whether the extension of that plan to the employees of distinct and separate companies is in the public interest.

Bell owns 100% of the shares of Northern Electric. If it wishes employees of Northern to have participation in the company by which they are employed, there is no reason of which I am aware why the shares of Northern should not be made available to the employees of Northern. I make the same observation in respect of Northern Telephone and its employees, and of Avalon and the employees of that company.

Bell, however, is asking instead that some 24,000 employees of other companies (it is true that they are subsidiary companies) be brought in under the Bell Plan with the result that at present (and presumably in growing numbers) some 60,000 persons in Canada will have stock-purchase benefits, including options, not enjoyed generally by other residents of the country.

Employees' Savings Plans or Stock Plans have a distinct purpose. The Bell Plan is, I think, of benefit to the company and to its employees, and to the extent that it generates an additional source of capital, and promotes harmony and efficiency in the

conduct of the Company's affairs, is of benefit to the telephone subscribers. Such a plan should, however, in my view, be contained to its original purpose and intent. Once it is extended to other persons who by reason of being employees of subsidiary companies, or for some other reason, are deemed entitled to it, it can reach such proportions as to lose its original purpose and achieve the above advantages to the detriment of the public interest generally. In particular, it can create a discrimination in respect of other persons generally who, in exercising their right to acquire the same property, must take the full risk of purchasing shares on the open market at the then prevailing market price.

Measured by assets, Bell is the largest investor-owned corporation in Canada. The dimension of the present application is more fully appreciated if one considers that the total employed civilian labour force in Canada (not including farm labour) is some 6,658,000 persons. To grant this application would mean that, as of July 1st, one out of approximately 110 persons in the labour force would have the right to buy Bell shares at 15% below the market price, and under the option provisions referred to above.

On the day of the hearing (April 4th), the closing market price of Bell shares on both the Toronto and Montreal stock exchanges was \$44-1/8. The closing prices on the Toronto and Montreal exchanges at the end of the week preceding the date of this Judgment were \$43-1/2 and \$43-5/8, respectively.

The book equity of Bell shares is approximately \$40.00 per share. Should the market price of Bell shares remain approximately the same until June 30, it would mean that 60,000 to 62,000 persons would have the right to buy shares at somewhat below book equity. They would not only have this right on July 1st but would maintain the right during the whole period of subscription. In other words, they are assured of the right up to and until June 30, 1969. Should the average market price be less during April, May and June, 1969, they would have the further assurance of being able to buy at such lower average price.

The terms of purchase (after the initial year for any new employee-subscribers) extends not only to the permissible participation by way of proportion of earnings but also to the reinvestment of dividends.

I was one of the Members of the Board of Transport Commissioners for Canada who heard the previous application by the Company to extend the Plan to subsidiaries. On or prior to the earlier application, the opinions of Counsel were submitted as to the powers of Bell to extend its Plan to the employees of Northern. This matter was not raised in the present application and by reason of my finding it is not necessary for me to deal with it.

In the Board's Judgment of February 18, 1966, (dealing with the previous application), we said:

"We have not been persuaded that the "Employees' Savings Plan" should be extended to subsidiaries of the Company, but should the Company wish to

have the matter reviewed by the whole Board it may so request and the Board will hear it at a time and place to be set.”

Mr. de Grandpre does not deem the present application as being by way of review but as being a new application to the Railway Transport Committee.

Referring back to the wording of the earlier Judgment and after considering the testimony given at this hearing and the exhibits filed, I am still not persuaded that the “Employees’ Savings Plan” should be extended to employees of subsidiary companies.

I would dismiss the application.

(Sgd.) H.H. GRIFFIN.

May 10, 1968.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2480

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of The Bell Telephone Company of Canada, hereinafter called the "Applicant", under the provisions of Chapter 39, Statutes of Canada 1957-1958, for approval by the Railway Transport Committee, Canadian Transport Commission of the issue, sale or disposition of its capital stock to employees of certain subsidiary companies upon the terms and conditions set forth in the Employees' Savings Plan of the Company, approved on February 18, 1966 by the Board of Transport Commissioners for Canada in its Order No. 120008:

File No. 36730

UPON hearing the application at the sittings of the Committee held in Ottawa, on the 4th day of April, 1968, in the presence of counsel for the Applicant, no one appearing in opposition; and upon reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The Applicant is authorized to extend its Employees' Savings Plan, approved by Order No. 120008 of The Board of Transport Commissioners for Canada, by amending Section 1 thereof to provide as follows:

"Section 1: Eligibility

Any regular employee who as of March 31st has completed at least three months of net credited service with The Bell Telephone Company of Canada (hereinafter referred to as the "Company") or with any of the following subsidiary companies:

Northern Electric Company, Limited

The Avalon Telephone Company, Limited

The Capital Telephone Company, Limited

La Compagnie de Telephone Disraeli
La Tuque Telephone Company
Northern Telephone Limited
Algoma Central Telephone Co. Limited
Northern Quebec Telephone Inc.
The Pontiac Rural Telephone Co. Limited
Telebec Inc.
Telecommunications de L'Est, Ltée
Telecommunications Richelieu, Ltée
Telephone Princeville Ltée

shall be eligible to apply for participation in this Employees' Savings Plan during any enrolment period."

Dated at Ottawa, this 3rd day of June, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

COMMISSION CANADIENNE DES TRANSPORTS

RELATIVEMENT à la requête que la Compagnie de téléphone Bell du Canada a, conformément aux dispositions du chapitre 39 des Statuts du Canada 1957-1958, présentée en vue de l'approbation par le Comité des transports par chemin de fer de la Commission des transports du Canada, de l'émission, de la vente ou de l'aliénation de son capital social, dans le cas des employés de ses filiales, aux termes et conditions énoncés dans le Régime d'épargne des employés de la Compagnie, régime approuvé le 18 février 1966 par la Commission des transports du Canada dans son ordonnance n° 120008.

*Dossier n° 36730
le 27 mai 1968*

DEVANT:

D.H. JONES,
H.H. GRIFFIN,
W.R. IRWIN,
A.S. KIRK,
J.M. WOODARD,

*président
commissaire
commissaire
commissaire
commissaire*

PRÉSENCES:

A.J. de GRANDPRÉ, c.r.,
et
GUY HOULE,
RAYMOND ROCK, député
RENÉ ÉMARD, député

*pour la Compagnie de téléphone Bell du
Canada.*

*représentant la circonscription électorale
de Jacques-Cartier – LaSalle(Qué.)
représentant la circonscription électorale
de Vaudreuil-Soulanges (Qué.)*

Entendu à Ottawa le 4 avril 1968.

PAR LE COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

JUGEMENT

Jugement des commissaires Jones, Irwin, Kirk et Woodard, Signifié par:

JONES, président

La Compagnie de téléphone Bell du Canada a présenté au Comité des transports par chemin de fer de la Commission canadienne des transports une requête en vue d'obtenir l'autorisation d'étendre aux employés de ses filiales son Régime d'épargne des employés.

Le Régime d'épargne des employés, qui fait l'objet de cette requête, a été approuvé le 18 février 1966 par l'ordonnance n° 120008, rendue par l'organisme qui existait alors, la Commission des transports du Canada. La requête présentée à cette époque par la Compagnie avait en fait pour objet de demander l'autorisation de substituer le Régime d'épargne à l'ancien Plan de vente d'actions aux employés qui avait été, sous diverses formes, en vigueur depuis 1922, et qui depuis 1929, l'était avec l'approbation de la Commission, alors que pour la première fois, le Parlement conférerait ce pouvoir à cette commission. La requête de février 1966 demandait également l'autorisation d'étendre le Régime d'épargne aux filiales de la Compagnie, notamment à la *Northern Electric Company Limited*. Cette partie de la requête fut rejetée sans que les motifs en aient été donnés, la Commission disant simplement dans son jugement:

"On ne nous a pas convaincus que le Régime d'épargne des employés doive être étendu aux filiales de la Compagnie, mais si la Compagnie désire que cette affaire soit examinée par toute la Commission, elle peut le demander et la Commission l'entendra à une date et en des lieux à déterminer."

Il est à noter en passant que le jugement de la Commission auquel il est fait allusion fut rendu après une audience publique au cours de laquelle la Compagnie apporta des preuves à l'appui de ses dires.

La requête actuelle a été présentée au Comité le 12 mars 1968 et à l'audience publique qui suivit, tenue le 4 avril 1968, l'Avocat-conseil de la Compagnie a indiqué que cette requête n'avait pas pour but de demander la révision du jugement de février 1966, mais qu'elle était une requête entièrement nouvelle.

En guise d'explication pour justifier la période de plus de deux ans qui s'est écoulée depuis le jugement de 1966 de la Commission des transports du Canada, l'Avocat-conseil s'est référé aux tentatives de la Compagnie de faire révoquer par une modification de sa loi de constitution en société, modification qui ne fut rejetée par le Parlement qu'au début de cette année, la disposition stipulant que l'émission, la vente ou autre aliénation du capital social doivent être autorisées par le Comité.

En conséquence, nous avons devant nous une nouvelle requête, appuyée de nouvelles preuves, en vue d'obtenir l'autorisation d'étendre le Régime d'épargne des employés aux filiales de la Compagnie, et nous avons traité cette requête comme telle.

Par suite de la promulgation de la Loi nationale sur les transports, Statuts du Canada 1966-1967, chapitre 69, et des règlements généraux établis en vertu de cette loi, le Comité des transports par chemin de fer de la Commission canadienne des transports a assumé les pouvoirs qu'exerçait précédemment l'ancienne Commission des transports du Canada. Dans le présent cas, les pouvoirs du Comité sont conférés par l'article 2 du chapitre 39 des Statuts du Canada, 1957-1958, loi qui modifie la loi de constitution en société de la Compagnie de téléphone Bell du Canada:

"2. La Compagnie n'aura le pouvoir de procéder à une émission, vente ou autre aliénation de son capital social, ou de quelque partie de celui-ci, qu'après avoir obtenu l'approbation, par la Commission des transports du Canada, du

montant, des termes et des conditions de cette émission, vente ou autre aliénation dudit capital social. Sous réserve de toute législation applicable relative à l'émission, à la vente ou à l'aliénation de valeurs par des corporations, l'émission, la vente ou autre aliénation du capital social, par la Compagnie, en conformité de cette approbation, est légale et valide."

De toute évidence, la proposition d'étendre le Régime d'épargne aux employés des filiales relève de cet article.

L'Avocat de la Compagnie a déposé à titre de pièce n° 1 un exemplaire de l'actuel Régime d'épargne des employés, lequel ne s'applique pour l'instant qu'aux seuls employés de la Compagnie. L'article 1^{er} du plan stipule que:

"Tout employé permanent qui, au 31 mars, compte à son crédit au moins trois mois de service net à la Compagnie de téléphone Bell du Canada (ci-après désignée la compagnie) peut, au cours de toute période d'inscription, présenter une demande de participation au présent Régime d'épargne des employés."

Afin d'étendre le Régime à ses filiales, la Compagnie se propose de modifier l'article 1^{er} en y ajoutant après les mots "(ci-après désignée la compagnie)" les mots "ou certaines de ses filiales". C'est cette modification que la Compagnie demande au Comité d'approuver. C'est le seul changement ou modification qu'elle demande d'apporter au Régime.

Bien que nous admettions que le principe d'étendre le droit de participation au Régime en sa forme actuelle aux employés des filiales est sain et qu'il doive être approuvé, nous ne pouvons consentir à accorder un élargissement du Régime en des termes aussi généraux.

La Compagnie a indiqué que dès qu'elle aurait obtenu notre approbation, elle étendrait immédiatement le Régime aux filiales énumérées dans la pièce n° 2:

<u>Nom de la filiale</u>	<u>Nombre d'employés au 31 déc. 1967 (approximativement)</u>
Northern Electric Company, Limited	22,557
The Avalon Telephone Company, Limited	842
The Capital Telephone Company, Limited	4
La Compagnie de Téléphone Disraéli	3
La Tuque Telephone Company	53
Northern Telephone Limited	846
Algoma Central Telephone Co. Limited	
Northern Quebec Telephone, Inc.	
The Pontiac Rural Telephone Co. Limited*	15
Télébec Inc.	14
Télécommunications de L'Est, Ltée	15
Télécommunications Richelieu, Ltée	18
Téléphone Princeville Ltée	3

(* acquisition faite en mars 1968)

Lors du dépôt de la pièce n° 2, on a demandé à M. de Grandpré si la Compagnie cherchait à obtenir de nous l'autorisation d'étendre la participation au Régime à toutes les filiales actuelles ou futures, ou si la requête était limitée aux filiales énumérées dans la pièce n° 2, dont la liste est donnée ci-dessus. La réponse de M. de Grandpré a été la suivante:

“Je vais essayer de préciser la position de la Compagnie. La Compagnie, si la requête est accordée, s'engage à étendre la participation au Régime aux filiales qui sont énumérées dans la pièce n° 2. Voilà pour le proche avenir, mais, évidemment, il est possible que nous achetions d'autres compagnies, à l'avenir, où nous aurions cinq, dix, quinze, vingt-cinq employés. Et nous avons besoin d'une certaine liberté d'action. Nous ne pouvons pour l'avenir les maintenir dans une situation rigide.”

On nous a expliqué que les règlements de la Compagnie, qui ont reçu des actionnaires l'approbation exigée, donnaient en toutes lettres au conseil d'administration de la Compagnie le pouvoir d'émettre, de vendre ou d'aliéner des actions à toute personne, y compris les employés de la Compagnie ou de ses filiales. De fait, le conseil d'administration a l'intention, si nous approuvons la requête dans la forme sous laquelle elle a été présentée, de déclarer immédiatement que les employés des filiales énumérées dans la pièce n° 2 sont admissibles au Régime d'épargne des employés et de procéder de la même façon en ce qui concerne les filiales dont elle pourrait faire l'acquisition à une date ultérieure, mais sans en référer à nouveau au Comité. C'est à notre avis, l'interprétation correcte qui doit être faite de la déclaration de M. de Grandpré que nous venons de reproduire.

L'article 2 du chapitre 39 des Statuts du Canada 1957-1958, qui modifie la loi de constitution en société de la Compagnie, ne doit pas être interprété dans un sens aussi large. Ce qu'il demande au Comité d'examiner et d'approuver est le montant, les termes et les conditions de “. . . toute émission, vente ou autre aliénation . . .” du capital social de la Compagnie de téléphone Bell du Canada. Nous estimons que le libellé de l'article envisage l'extension du Régime d'épargne des employés de la Compagnie aux employés des filiales qui appartiennent actuellement à la Compagnie ou qui sont contrôlées par elle. Mais nous ne pouvons, d'avance, approuver l'extension du Régime aux compagnies dont la Compagnie de téléphone Bell pourra faire l'acquisition dans l'avenir. Chaque cas doit être jugé au fond, et toute extension du Régime d'épargne aux employés de compagnies acquises dans l'avenir devra faire l'objet d'une requête distincte. En juger autrement serait, à notre avis, renoncer à nos prérogatives.

L'extension du Régime d'épargne aux employés des filiales énumérées dans la pièce n° 2 fera qu'environ 24,370 personnes de plus auront les qualités requises pour acheter des actions de la Compagnie de téléphone Bell aux termes et conditions du Régime. Étant donné qu'environ 38,000 employés de la Compagnie ont déjà les qualités requises pour en acheter en vertu du Régime, si nous approuvons cette requête, nous ouvrirons la porte à environ 62,000 personnes en tout.

Un des vice-présidents exécutifs de la Compagnie, M. A.J. Groleau, a été appelé et nous a fourni des précisions. Il a décrit le fonctionnement actuel du Régime et nous a indiqué comment il s'appliquerait aux employés des filiales si l'extension était accordée.

Le Régime d'épargne vise essentiellement à inciter les employés à économiser une partie de leurs revenus pendant qu'ils travaillent à la Compagnie, et à leur permettre de devenir en partie propriétaires de l'affaire. M. Groleau a estimé que cette formule donnait aux employés le sentiment de participer davantage à l'activité de la Compagnie et, ce qui est plus important du point de vue de l'employé, qu'elle leur procurait un supplément de revenus au moment de leur retraite et la sécurité que donne un capital valable dont la valeur augmente.

Du point de vue de la Compagnie, le Régime d'épargne des employés constitue une importante source de capital-actions que la Compagnie aurait, si le Régime n'existe pas, à trouver ailleurs à un coût plus élevé et dans des conditions moins favorables. Autre avantage pour la Compagnie: les versements des employés au Régime sont effectués deux fois par mois, à chaque paye, ce qui permet des mouvements de la trésorerie réguliers et prévisibles.

Au cours de la dernière année financière de la Compagnie, qui s'est terminée le 31 décembre 1967, les employés de la Compagnie de téléphone Bell qui participent au Régime ont acheté 563,000 actions et un produit net de \$21,367,000 a été mis à la disposition de la Compagnie. Le programme de construction de la Compagnie pour 1967 a coûté \$313,000,000 et les prévisions pour 1968 et 1969 sont respectivement de \$317,000,000 et de \$333,000,000. La plus grande partie de cet argent sera produite à l'intérieur de la Compagnie, mais le montant estimatif du capital supplémentaire nécessaire pour réaliser ce programme sera de \$125,000,000 pour 1968 et de \$131,000,000 pour 1969. La Compagnie souhaite vivement conserver un rapport prudent entre le passif et l'actif lorsqu'elle émet des titres, et dans ces conditions le capital-actions qui provient du Régime d'épargne des employés constitue un montant important par rapport aux fonds que la Compagnie doit se procurer sur le marché public des capitaux.

Des études effectuées par la Compagnie ainsi que par les conseillers techniques du Comité révèlent que, sur les 38,000 employés de la Compagnie de téléphone Bell admissibles au Régime, environ 25,000 (près de 65%) y adhéraient à la fin de 1967. Comme nous l'avons indiqué, cette participation a donné un produit net de \$22,000,000. Nous avons calculé, en nous fondant sur les renseignements mis à notre disposition, que l'extension du Régime d'épargne aux employés des filiales énumérées dans la pièce n° 2 produirait un supplément de \$13,000,000 dans les années futures, dans l'hypothèse que 65% des employés admissibles des filiales participent au Régime. Si l'on ajoute cette somme au produit net des achats effectués par les employés de la Compagnie de téléphone Bell, il est possible de prévoir un capital disponible provenant du Régime d'épargne des employés, de l'ordre de \$35,000,000. Ce chiffre constitue plus de 10 p. 100 des besoins estimatifs annuels de capitaux de la Compagnie pour réaliser son programme de construction en 1968 et en 1969.

La Compagnie a produit de nombreux documents qui démontrent une acceptation très répandue des régimes de participation des employés au capital social au Canada et aux États-Unis. On a examiné les compagnies du Canada les plus importantes dans le domaine de la fabrication, de l'exploitation des ressources, des services publics et du négoce. Sur les 45 compagnies canadiennes énumérées, 13 d'entre elles avaient des régimes d'épargne pour leurs employés, et sur ce nombre, une n'avait pas de filiale. (La *British Columbia Telephone Co.* participe au régime de sa maison mère). Sur les 12 compagnies, seulement deux ne font pas participer leurs filiales à leur régime, et l'une d'elles est la Compagnie de téléphone Bell.

Les renseignements mis à la disposition du Comité en ce qui concerne les États-Unis indiquent que sur les 71 grandes compagnies américaines dotées d'un régime, 17 ne doivent pas être prises en considération, soit parce qu'elles n'ont pas de filiales, soit en raison de l'insuffisance des renseignements. Sur les 54 compagnies restantes, 52 font participer leurs filiales à leur régime. Sur ces 52 compagnies, 11 sont des services publics qui sont soumis à une réglementation quelconque et, dans aucun cas, l'autorisation d'un tribunal investi d'un pouvoir de réglementation n'est exigée pour la participation de leurs filiales à leur régime, bien que dans cinq cas la constitution du plan de vente d'actions proprement dit ait dû être soumise à l'approbation d'un organisme investi d'un pouvoir de réglementation.

Lors de l'examen de cette requête, nous avons reçu une assurance raisonnable que le Régime, sous réserve d'admissibilité, est actuellement à la disposition de *tous* les employés de la Bell, et que dès l'approbation de cette requête, il sera de la même façon à la disposition de tous les employés des filiales désignées. Nous n'avons pu obtenir de renseignements sur les échelles de salaires, mais la Compagnie nous a fourni des renseignements sur le pourcentage de participation au Régime en fonction des années de service. Ces renseignements sont reproduits dans le tableau suivant:

**Nombre d'employés participant au Régime d'épargne des employés,
classé d'après le nombre d'années de service au mois de juillet 1967**

(Les chiffres entre parenthèses indiquent le pourcentage des employés
qui sont admissibles.)

<u>Années de service</u>	<u>Hommes</u>	<u>Femmes</u>	<u>Total</u>
4 ou moins	3,759 (67.9)	6,258 (61.4)	10,017 (63.7)
5 à 9	1,413 (82.7)	1,921 (76.1)	3,334 (78.7)
10 à 14	3,202 (83.4)	1,800 (80.5)	5,002 (82.3)
15 à 24	4,192 (86.5)	2,420 (86.8)	6,612 (86.6)
25 ou plus	1,940 (89.0)	727 (91.7)	2,667 (89.7)
	14,506 (80.1)	13,126 (70.8)	27,632 (75.4)

Les chiffres ci-dessus indiquent que 63.7 p. 100 des employés qui comptent quatre années de service ou moins, participent au Régime d'épargne des employés.

Le pourcentage augmente avec le nombre d'années de service pour atteindre 90% après 25 ans.

Il y a tout lieu de supposer, ainsi que la Compagnie nous l'a affirmé, que la participation des employés des filiales sera du même ordre lorsque le Régime sera mis à leur disposition, notamment en ce qui concerne la *Northern Electric Company Limited*.

De fait, l'une des raisons invoquées par la Compagnie à l'appui de sa demande d'approbation de l'extension du Régime, est le fait que cette approbation permettrait de mettre un terme au vif ressentiment qui existerait au sujet de la disparité de traitement entre les employés de la Bell et ceux des filiales qui travaillent ensemble en grand nombre et qui sont fréquemment mutés entre la Compagnie et ses filiales. M. Groleau alla jusqu'à nous affirmer qu'il avait personnellement la preuve que ce ressentiment existait, et que l'impossibilité dans laquelle les employés des filiales se trouvaient de participer au Régime constituait un élément important lors des négociations collectives.

Un avis de la requête et de l'audience a été publié dans la Gazette du Canada et dans les journaux aussi bien en Ontario que dans le Québec. Un avis a également été adressé au directeur des enquêtes et des recherches en vertu de la Loi relative aux enquêtes sur les coalitions. Personne n'a fait opposition à l'audience, et aucun document ni aucune opposition n'ont été reçus par le Comité. M. Raymond Rock et M. René Émard, tous deux députés, se sont présentés en personne à l'audience pour appuyer la requête.

L'obligation statutaire qui incombe au Comité consiste à examiner la quantité, les termes et les conditions de toute émission, vente ou autre aliénation du capital social de la Compagnie, en premier lieu dans l'intérêt des abonnés au téléphone. Les montants considérables de capitaux que l'extension du Régime aux filiales procurera à la Compagnie pour lui permettre de réaliser ses futurs programmes de construction, constituent un avantage pour les abonnés dans la mesure où il réduit le volume d'appel de capitaux à effectuer par l'émission d'obligations ou par l'émission d'actions offertes sur le marché des souscriptions.

Nous estimons également que l'approbation de la requête sera avantageuse pour la Compagnie, pour ses filiales et pour ses employés, pour les raisons invoquées par les représentants de la Compagnie qui ont comparu à l'audience, raisons que nous avons discutées tout au long de ce jugement. Nous ne sommes pas convaincus que la loi nous oblige à étudier plus à fond les intérêts des actionnaires en général de la Compagnie de téléphone Bell, dont la participation aux émissions d'actions sera quelque peu réduite par suite de la plus grande participation des employés à ces émissions. Nous tenons toutefois à faire remarquer que le Régime d'épargne des employés, ainsi que les régimes qui l'ont précédé, ont été appliqués avec l'approbation des actionnaires depuis 1922, et avec celle de la Commission depuis 1929, et que l'extension du Régime d'épargne actuel aux employés des filiales est prévue dans les règlements de la Compagnie, lesquels ont eux-mêmes été approuvés par les actionnaires, et que le prix auquel les actions sont offertes aux employés est normalement, en pourcentage, de plusieurs points plus élevé que le prix des actions

que les porteurs d'actions ordinaires peuvent obtenir dans l'exercice de leurs droits ou au moyen des certificats pour l'achat d'actions.

En conséquence, l'extension du Régime d'épargne des employés de la Compagnie aux filiales énumérées dans la pièce n° 2 est approuvée et le Régime devra être modifié en conséquence.

Une ordonnance sera rendue en conséquence.

DAVID H. JONES

W.R. IRWIN

A.S. KIRK

J.M. WOODARD

Ottawa, le 27 mai 1968.

GRIFFIN, commissaire (dissident)

Il s'agit d'une requête de la Compagnie de téléphone Bell du Canada visant à étendre son Régime d'épargne des employés à des filiales.

Cette requête est présentée en vertu des dispositions de la loi particulière de cette compagnie et en particulier en vertu des dispositions de l'article 2 du chapitre 39 des Statuts révisés du Canada 1957-1958, 6 Elisabeth II, qui se lit ainsi:

“La Compagnie n'aura le pouvoir de procéder à une émission, vente ou autre aliénation de son capital social, ou de quelque partie de celui-ci, qu'après avoir obtenu l'approbation, par la Commission des transports du Canada, du montant, des termes et des conditions de cette émission, vente ou autre aliénation dudit capital social. Sous réserve de toute législation applicable relative à l'émission, à la vente ou à l'aliénation de valeurs par des corporations, l'émission, la vente ou autre aliénation du capital social, par la Compagnie, en conformité de cette approbation, est légale et valide.”

L'article 1^{er} du Régime d'épargne des employés de la Compagnie, daté du 1^{er} juillet 1966, se lit ainsi:

“Tout employé permanent qui, au 31 mars, compte à son crédit au moins trois mois de service net à la Compagnie de téléphone Bell du Canada (ci-après désignée la compagnie) peut, au cours de toute période d'inscription, présenter une demande de participation au présent régime d'épargne des employés.”

La Compagnie demande au Comité d'approuver une modification qui ajouterait, après les mots entre parenthèses ci-dessus “(ci-après désignée la compagnie)”, les mots “ou certaines de ses filiales”.

On laisserait au conseil d'administration de la Compagnie le soin de désigner les filiales qui seraient comprises mais l'avocat de la Compagnie a donné l'assurance que les filiales comprises seraient celles qui sont énumérées dans la pièce n° 2, à savoir:

“Bell du Canada”
Filiales désignées

Nombre approximatif
d'employés au
31 décembre 1967

Northern Electric Company, Limited	22,557
The Avalon Telephone Company, Limited	842
The Capital Telephone Company, Limited	4
La Compagnie de Telephone Disraéli	3
La Tuque Telephone Company	53
Northern Telephone Limited	846
Algoma Central Telephone Co. Limited	
Northern Quebec Telephone, Inc.	

"Bell du Canada Filiales désignées (suite)

Nombre approximatif
d'employés au
31 décembre 1967

The Pontiac Rural Telephone Co. Limited*	15
Télébec Inc.	14
Télécommunications de l'Est Ltée.	15
Télécommunications Richelieu Ltée.	18
Téléphone Princeville Ltée.	3

*Acquisition faite en mars 1968"

A l'heure actuelle, la Compagnie de téléphone Bell du Canada compte environ 38,000 employés. Le nombre des nouveaux employés qui profiteraient du Régime est donné dans la pièce reproduite ci-dessus. La Compagnie désire mettre en vigueur le régime ainsi étendu, à compter du 1^{er} juillet prochain. Par conséquent, à cette date, quelque 60,000 à 62,000 employés de la Compagnie et de ses filiales jouiraient des avantages du Régime.

Essentiellement, le Régime permet à un employé de la Compagnie de souscrire à des actions pour un montant variant entre 2 et 10 p. 100, inclusivement, de son salaire ou traitement. L'employé peut replacer dans de nouvelles actions de 20 à 100 p. 100 du montant des dividendes reçus de ces actions. La Compagnie peut faire varier ces pourcentages mais, à l'heure actuelle, ils sont respectivement de 20 et de 100 p. 100.

L'employé souscrit aux actions aux conditions suivantes, énoncées à l'article 5 du Régime:

"Le coût de toute action émise conformément aux dispositions de ce régime sera le moindre de 85 pour cent du prix moyen du marché durant

- (a) le deuxième trimestre de l'année où la période de paiement a commencé, ou
- (b) le deuxième trimestre de l'année où la période de paiement s'est terminée (ou durant les trois mois précédant le mois où le dernier paiement a été effectué s'il s'agit d'actions émises avant la fin d'une période normale de paiement),

pourvu qu'en aucun cas le coût d'une action soit moindre que la valeur au pair. Le prix moyen du marché sera la moyenne simple des cours de clôture quotidiens des bourses de Montréal et de Toronto."

Pendant la période de souscription, les dispositions suivantes s'appliquent en ce qui concerne les intérêts:

"Un intérêt composé, calculé trimestriellement, sera crédité sur toutes les sommes courantes prélevées sur le salaire ou sur la pension, ou provenant des dividendes cédés à la compagnie; cet intérêt sera, à moins d'indication contraire par la compagnie, de 6 pour cent par année s'il s'agit de sommes applicables

à l'achat d'actions actuellement livrées, ou de 5 pour cent par année s'il s'agit de résiliation ou de retraits partiels."

Le Régime compte bien d'autres dispositions mais celles-là sont ses dispositions essentielles.

Les principales raisons données par la Compagnie à l'appui de sa demande sont les suivantes:

1. Cette modification fera disparaître le sentiment de disparité de traitement qui existe chez les employés de la *Northern Electric* (et probablement chez les employés des autres filiales), surtout parce que beaucoup d'employés de la *Northern Electric* travaillent côte à côte avec des employés de la Bell. En outre, un certain nombre d'employés passent de la Bell à la *Northern Electric*; en le faisant, ils perdent le droit à cet avantage.
2. Elle aidera au recrutement.
3. Elle constitue une disposition supplémentaire pour la sécurité des employés en ce sens qu'elle ajoute aux prestations du régime de pension de la Compagnie.
4. Elle donne aux employés un sentiment de participation en leur obtenant une propriété partielle de la compagnie et encourage la stabilité et le sens de la loyauté.
5. Elle produit des recettes internes considérables et réduit, dans cette mesure, le besoin pour la Compagnie de recourir au marché. Cette mesure est des plus avantageuses à l'heure actuelle, alors que le prix de l'argent est élevé.
6. C'est la pratique habituellement suivie chez les grandes sociétés du Canada et des États-Unis. La Compagnie a déposé une pièce donnant une liste de 45 compagnies canadiennes dont dix ont des régimes de vente d'actions qui ont été étendus à leurs filiales. Une liste correspondante pour les États-Unis, comprenant quelque 71 compagnies, montre que 52 d'entre elles ont des régimes auxquels participent leurs filiales.

On a demandé spécifiquement à l'avocat de présenter ses remarques au sujet des attributions du Comité en vertu de la disposition législative mentionnée ci-dessus. Selon l'avocat, le Comité n'a aucune responsabilité à l'égard des actionnaires de la Compagnie ou de ses employés, ou de ses filiales, mais il a, comme d'habitude, le devoir de tenir compte de la façon dont une proposition pourrait toucher les abonnés au téléphone.

Il serait possible d'introduire, pour l'émission des actions d'une compagnie, certains termes et conditions qui, bien que facilitant le recrutement de fonds et, par conséquent, dans l'intérêt des abonnés ou clients, ne soient pas dans l'intérêt du public en général.

En réfléchissant sur ce sujet, les pensées suivantes me sont venues:

- a) Si les régimes de pension des filiales ne sont pas suffisants, alors on devrait étudier le moyen de les rendre plus avantageux.

- b) Bien qu'il puisse exister un sentiment de disparité de traitement chez certains employés, la différence qu'apporterait un tel avantage accessoire n'est pas assez importante pour rendre ces employés incompétents ou les froisser, ou pour causer une instabilité pouvant porter des personnes à quitter leur emploi. Elle n'est pas suffisante pour nuire au recrutement.
- c) Une fois que le Comité aura approuvé l'extension du régime à des filiales, il sera pratiquement impossible de retirer cette concession et elle devra probablement être accordée aux filiales dont la Bell pourra plus tard faire l'acquisition et que le Conseil d'administration pourra décider de faire participer. Actuellement, la *New Brunswick Telephone Company* est exclue, vu qu'elle possède son propre régime de vente d'actions. Les autres compagnies mentionnées dans les délibérations comme étant exclues sont, soit celles qui n'ont pas d'employés, soit des filiales de la *Northern Electric*.

Le Régime d'épargne des employés non seulement permet à un employé de la Bell d'acheter des actions à un prix inférieur à celui du marché mais comprend une disposition comportant une option lui permettant d'acheter à un taux de 85 p. 100 du moins élevé de deux prix moyens du marché (c'est-à-dire soit celui du deuxième trimestre de l'année au cours de laquelle le paiement a débuté, soit celui du deuxième trimestre de l'année au cours de laquelle le paiement s'est terminé). La période ordinaire de paiement commence le 1^{er} juillet et se termine le 30 juin de l'année suivante. L'employé a, par conséquent, l'avantage de pouvoir choisir entre deux prix moyens du marché établis à douze mois d'intervalle.

Le Régime d'épargne des employés a succédé au Plan de vente d'actions aux employés de la Compagnie, qui avait été en vigueur, sous une forme quelconque, depuis 1920. Je ne mets pas en doute l'à-propos du régime actuel de la Compagnie. Je faisais partie du jury de la Commission des transports du Canada qui a entendu la requête de la Bell visant à modifier son Régime et qui a approuvé les dispositions que comprend l'actuel Régime d'épargne des employés. Je me demande, toutefois, si l'extension de ce régime aux employés de compagnies distinctes et séparées est dans l'intérêt du public.

La Bell possède 100 p. 100 des actions de la *Northern Electric*. Si elle désire que les employés de la *Northern* participent à la compagnie qui les emploie, il n'existe, à ma connaissance, aucune raison pour que les actions de la *Northern* ne soient pas mises à la disposition de ces employés. Les mêmes observations valent à l'égard de la *Northern Telephone* et de ses employés et de l'*Avalon* et de ses employés.

Cependant, la Bell demande, au lieu de cela, que quelque 24,000 employés d'autres compagnies (il est vrai que ce sont des filiales) soient soumis au Régime de la Bell avec le résultat qu'à l'heure actuelle (et probablement en nombres croissants) quelque 60,000 personnes au Canada jouiront d'avantages pour l'achat d'actions, y compris des options, dont ne jouissent pas, en général, les autres résidents du pays.

Les régimes d'épargne des employés ou régimes de vente d'actions aux employés ont un but bien distinct. Le Régime de la Bell offre, je crois, des avantages à cette

compagnie et à ses employés et, dans la mesure où il constitue une source supplémentaire de capitaux et où il favorise l'harmonie et l'efficacité dans la conduite des affaires de la Compagnie, il offre des avantages aux abonnés du téléphone. Un tel régime devrait cependant, à mon avis, être limité à son objet ou but premier. Une fois étendu à d'autres personnes qui, du fait de leur emploi par des filiales ou pour d'autres raisons, sont censées y avoir droit, il pourrait atteindre des proportions qui lui fassent perdre son but premier et réaliser les avantages susmentionnés au détriment de l'intérêt du public en général. En particulier, il pourrait créer une distinction injuste à l'égard d'autres personnes en général qui en exerçant leur droit d'acquérir les mêmes biens, doivent assumer tous les risques que comporte l'achat d'actions sur le marché libre au prix courant du marché.

Du point de vue des avoirs, la Bell est la plus grande société à actionnaires du Canada. On se rend mieux compte de l'importance de cette requête si l'on considère que la main-d'oeuvre civile employée au Canada comprend en tout (la main-d'oeuvre agricole non comprise) quelque 6,658,000 personnes. Si cette requête était admise, cela voudrait dire qu'au 1^{er} juillet, une personne de la main-d'oeuvre sur environ 110 aurait le droit d'acheter des actions de la Bell à un prix de 15 p. 100 inférieur à celui du marché, et aux conditions des options mentionnées ci-dessus.

Le jour de l'audience (le 4 avril), à la fermeture, aux bourses de Toronto et de Montréal, le prix des actions de la Bell était de \$44 1/8. A ces mêmes bourses, à la fin de la semaine qui a précédé la date du présent jugement, les prix de ces actions étaient, à la fermeture, respectivement de \$43 1/2 et de \$43 5/8.

La valeur comptable des actions de la Bell est d'environ \$40 par action. Si le prix du marché des actions de la Bell demeurait à peu près le même jusqu'au 30 juin, cela signifierait que de 60,000 à 62,000 personnes auraient le droit d'acheter des actions à un prix un peu inférieur à la valeur comptable. Non seulement elles auraient ce droit le 1^{er} juillet mais elles le conserveraient pendant toute la période de souscription. En d'autres termes, ce droit leur est assuré jusqu'au 30 juin 1969. Si le prix moyen du marché venait à être plus bas pendant avril, mai et juin 1969, elles seraient en plus assurées de pouvoir acheter à ce prix moyen plus bas.

Les conditions d'achat (après l'année initiale pour tout nouvel employé souscripteur) s'étendent non seulement à la participation admissible selon un certain pourcentage du salaire mais aussi au remplacement des dividendes.

Je suis l'un des membres de la Commission des transports du Canada qui a entendu la requête précédente de la Compagnie au sujet de l'extension du Régime aux filiales. Lors de la requête antérieure, ou antérieurement, l'avis de l'avocat-conseil a été présenté au sujet du pouvoir de la Bell d'étendre son régime aux employés de la *Northern*. Cette question n'a pas été soulevée dans la requête actuelle et, par suite de mes conclusions, il n'est pas nécessaire que j'en traite.

Dans le jugement de la Commission en date du 18 février 1966, qui traite de la requête précédente, nous avons dit:

“On ne nous a pas convaincus que le “Régime d'épargne des employés” doive être étendu aux filiales de la Compagnie, mais si la Compagnie désire que cette affaire soit examinée par toute la Commission, elle peut le demander et la Commission l'entendra à une date et en des lieux à déterminer.”

M. de Grandpré ne considère pas la requête actuelle comme une demande de révision mais plutôt comme une nouvelle requête adressée au Comité des transports par chemin de fer.

Je me reporte au libellé du jugement antérieur et, après étude des dépositions faites à l'audience actuelle et des pièces déposées, je ne suis pas encore convaincu que le “Régime d'épargne des employés” doive être étendu aux employés des filiales.

Je dois rejeter cette requête.

(Signature) H.H. GRIFFIN

Le 10 mai 1968.

COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE N° R-2480

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

RELATIVE à la requête que la compagnie de téléphone Bell du Canada, ci-après dénommée "Requérante", a présentée en vertu des dispositions du chapitre 39 des Statuts du Canada 1957-1958, en vue d'obtenir l'approbation, par le Comité des transports par chemin de fer de la Commission canadienne des transports, de l'émission, de la vente ou de l'aliénation de son capital social, dans le cas des employés de certaines de ses filiales, aux termes et conditions énoncés dans le Régime d'épargne des employés de la Compagnie, régime approuvé le 18 février 1966 par la Commission des transports du Canada dans son ordonnance n° 120008:

Dossier n° 36730

APRÈS audition de la requête à des séances du Comité tenues à Ottawa le 4 avril 1968 en présence de l'avocat de la Requérante, personne ne comparaisant pour s'y opposer, et après lecture des pièces déposées—

Le Comité des transports par chemin de fer de la Commission canadienne des transports ordonne par les présentes ce qui suit:

La Requérante est autorisée à étendre la participation à son Régime d'épargne des employés, approuvé par l'ordonnance n° 120008 de la Commission des transports du Canada, en y modifiant l'article 1^{er} de façon qu'il se lise ainsi:

"Article 1. Admissibilité

Tout employé permanent qui, au 31 mars, compte à son crédit au moins trois mois de service net à la Compagnie de téléphone Bell du Canada (ci-après désignée la compagnie) ou à l'une des filiales suivantes:

Northern Electric Company, Limited
The Avalon Telephone, Limited

The Capital Telephone Company, Limited
La Compagnie de Téléphone Disraéli
La Tuque Telephone Company
Northern Telephone Limited
Algoma Central Telephone Co., Limited
Northern Quebec Telephone Inc.
The Pontiac Rural Telephone Co., Limited
Télébec Inc.
Télécommunications de l'Est, Ltée
Télécommunications Richelieu, Ltée
Téléphone Princeville Ltée

peut, au cours de toute période d'inscription, présenter une demande de participation au présent régime d'épargne des employés."

Fait à Ottawa, le 3^e jour de juin 1968.

Le Secrétaire du Comité des transports
par chemin de fer,

C.W. RUMP

Canadian Transport Commission

Canada Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

IN THE MATTER OF the application of the Canadian Pacific Railway Company for authority, in respect of its Customer Service Plan at Regina, in the Province of Saskatchewan, to remove forty-three (43) agents, eleven (11) caretaker-agents and eighteen (18) caretakers from stations on its Regina Division.

File No. 4205.2937

June 27, 1968

BEFORE:

D.H. JONES,
J.M. WOODARD,
W.R. IRWIN,

Chairman.
Commissioner.
Commissioner.

APPEARANCES:

V.F. BURSTALL
and
R.J. MADGE

for the Canadian Pacific Railway
Company.

Heard at Regina, Sask., April 22, 1968.

RAILWAY TRANSPORT COMMITTEE

JUDGMENT

WOODARD, C.

The application from the Canadian Pacific Railway Company (hereinafter referred to as the "Railway") to remove agents, caretaker-agents and caretakers on its Regina Division, coincidental with the inauguration of a Customer Service Centre at Regina, is dated May 16, 1967. At the same time the Railway furnished copies of its application to all the municipalities concerned, Members of Parliament and Members of the Legislative Assembly of Saskatchewan in the area affected. With the application furnished to the above was advice that any submissions, either supporting or opposing the proposed plan,

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should be sent to the Secretary of the Board of Transport Commissioners, Ottawa, and a request that copies of any such submissions be sent to the Railway.

During the ensuing months many submissions were received by the Board, showing either opposition to the proposed plan, or registering no objection to the plan as submitted. In the fall of 1967, the District Inspector at Saskatoon was directed by this Committee to conduct a thorough review, by way of meetings in each locality with local authorities and shippers to determine the effect the proposed plan would have on users of the Railway services. Following this review, the Inspector reported his findings to the Committee.

On January 8, 1968, the Railway, for the purpose of disseminating information to their customers regarding the proposed plan, sent a team of officers into the area to meet with the people. Thirty-nine meetings were held at various locations, 477 people representing municipal, business and other organizations were contacted, and 243 businessmen were interviewed at their business locations. At about the same time almost 1,000 letters of explanation were sent to carload and Canadian Pacific Merchandise Service customers. Advertisements were placed in the Regina Leader Post and in all the rural weekly newspapers.

On March 11, 1968, the Railway Transport Committee sent out to all interested parties shown on its files and to any others who had received copies of the Railway's application, notice that a public hearing would be held on Monday, April 22, 1968, in the Council Chamber at City Hall, Regina.

In his opening statement at the hearing Mr. V.F. Burstall, Counsel for the Railway, asked to make two small amendments to the application of May 16, 1967. This request was acceded to, and the resultant amended application was for the removal of 43 agents, 9 caretaker-agents and 19 caretakers. The application as amended is what will be dealt with in this Judgment.

Description of Proposed Customer Service Plan:

The plan proposed by the Railway on the Regina Division is identical with similar plans being inaugurated on the Trenton Division and in South Edmonton, and proposed for the Calgary Division, i.e., a Customer Service Centre with which all patrons of the Railway can communicate by means of a toll-free Zenith telephone number. The switchboard at the centre would be staffed 24 hours a day, 7 days a week, and would place with various experts in their field, calls relating to rate matters, ordering or placing of cars, information re shipments, telegraph messages, train or hotel reservations, etc. All waybilling and other types of accounting, rather than being done by station agents as at present, would be done by staff in the centre.

In the field of express and L.C.L. traffic, all of this is now being handled by truck on the Regina Division. It will continue to be handled in this manner, but the billing and collecting will now be done in the Customer Service Centre, and rather than the station being the drop-off point for shipments for delivery, the trucking service, whether

Canadian Pacific Merchandise Service, contract carrier, or interline carrier, will provide its own facilities.

To serve as contact men between the Railway and its customers, it is proposed that 10 mobile representatives would be appointed to serve the area. Each mobile representative would travel specific routes by automobile each day, contacting customers, adjusting complaints, and, in short seeing that his customers receive adequate service for merchandise or carload traffic, or for any other of the railway services. It is estimated that each of these representatives would be required to travel an average of 108 miles per day, in addition to his contact work. The Railway is confident that this amount of road mileage is not excessive, but assured the Committee that if it were found that the customers were not getting adequate service because of time lost by the mobile representatives in travelling, immediate steps would be taken to add to the number of representatives in the area.

Discussions and Conclusions:

At the hearing held on April 22, no community, business organization or shipper appeared in opposition to the Railway's application. As before stated, communities and organizations had registered written opposition with the Committee during the first few months after receipt of the Railway's application, but the total lack of any protests at the hearing had led this Committee to conclude that the team of officers sent into the area by the Railway, has done an exemplary job of informing and educating its customers concerning the changes that the proposed plan would bring about.

Because of this conclusion supported by the total lack of opposition at the hearing, and the evidence that the proposed Customer Service Centre Plan on the Regina Division is virtually identical with other plans which the Committee has earlier approved, I would grant the application of Canadian Pacific Railway Company.

Of continuing concern to me is the role played by the Mobile Representatives in the proposed Plan, particularly in the territories allotted to them, the miles to be travelled each day, and the number of contacts to be made to ensure good and adequate service to all customers. I would remind the Railway of its assurance to the Committee that this portion of the proposed Plan will be kept under continuing review, to ensure adequate service to the users of the Railway facilities.

I would grant the application of Canadian Pacific Railway Company to remove 43 agents, 9 caretaker-agents and 19 caretakers on its Regina Division, and to substitute therefor The Customer Service Centre Plan comprised in the application, as amplified at the Hearing in Regina.

An Order will issue accordingly.

June 27, 1968.

(Signed) JOHN M. WOODARD.

I CONCUR

(Signed) D.H. JONES.

(Signed) W.R. IRWIN.

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CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2659

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the Canadian Pacific Railway Company, hereinafter called the "Applicant Company", for authority, in respect of its Customer Service Plan at Regina, in the Province of Saskatchewan, to remove a certain number of agents, caretaker-agents, and caretakers from stations on its Regina Subdivision:

File No. 4205.2937

UPON hearing the application at a sittings of the Committee at Regina, Saskatchewan, on April 22nd, 1968, in the presence of counsel for the Applicant Company, and upon reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. Upon the implementation by the Applicant Company of its Customer Service Plan at Regina, in the Province of Saskatchewan, as amended by the Applicant Company at the said hearing, the Applicant Company is authorized to remove the station agents at:

Grenfell	Southey	Simpson	Antler	Bromhead
Wolseley	Earl Grey	Creelman	Reston	Gladmar
Sintaluta	Bulyea	Fillmore	Pipestone	Pangman
Indian Head	Strasbourg	Stoughton	Rouleau	Ogema
Qu'Appelle	Govan	Kisbey	Wilcox	Viceroy
Neudorf	Drake	Arcola	Milestone	Kayville
Lemberg	Holdfast	Carlyle	Yellow Grass	Ormiston
Balcarres	Liberty	Manor	Midale	
Cupar	Imperial	Redvers	Torquay	

and to remove the caretaker-agents at:

Silton	Lockwood	Nokomis
Dysart	Dilke	Lipton
Horizon	Wauchope	Lake Alma

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and to remove the caretakers at:

Summerberry	Markinch	Abernethy	Crane Valley
McLean	Heward	Macoun	Tribune
Pense	Francis	Lang	Minton
Craven	Sedley	Drinkwater	Sinclair
Duval	Forget	Readlyn	

in the Province of Saskatchewan.

2. Any station or shelter at the points mentioned in section 1 herein shall, so long as it is served by passenger trains, be kept clean, heated and lighted.

Dated at Ottawa, this 27th day of June, 1968.

(Sgd.) C.W. Rump,
Secretary,
Railway Transport Committee.

Canadian Transport Commission

Canada Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

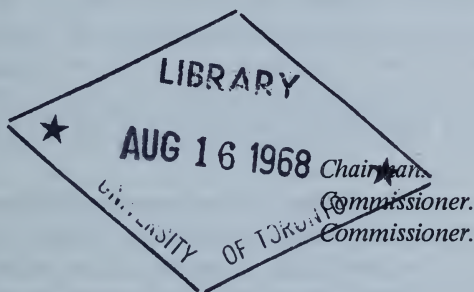
IN THE MATTER OF the application of the Canadian Pacific Railway Company for authority, in respect of its Customer Service Plan at Medicine Hat, in the Province of Alberta, to remove forty-one (41) agents and fifteen (15) caretakers from stations on its Medicine Hat Division.

File No. 4205.2852

June 27, 1968

BEFORE:

D.H. JONES,
J.M. WOODARD,
W.R. IRWIN,



APPEARANCES:

V.F. BURSTALL
and
R.J. MADGE
ROBERT D. ROSS,

*for the Canadian Pacific Railway
Company.*

G.C. KING,
J.W. TELFORD,
H.A. OLSON, M.P., Medicine Hat.
M.K. CLARY,
CALVIN STEINLY,
R.G. GRAEFER,
NORRIS STOREY, and
G.H. ARTHUR
C.J. EVEREST,

*for Charter Coals Limited, East
Coulee.
for Town of Maple Creek.
representing Alberta Freight Bureau.*

representing Leader Board of Trade.

representing Village of Empress.

*representing Maple Creek Chamber
of Commerce.*

Heard at Medicine Hat, Alta., April 29, 1968.

RAILWAY TRANSPORT COMMITTEE

JUDGMENT

WOODARD, C.

The original application from the Canadian Pacific Railway Company (hereinafter referred to as the "Railway") to remove 41 agents on its Medicine Hat Division, coincidental with the inauguration of a Customer Service Centre at Medicine Hat, is dated June 22, 1967. At the same time the Railway furnished copies of this application to all the municipalities concerned, Members of Parliament and Members of the Legislative Assembly of Alberta in the area affected. With the application furnished to the above was advice that any submissions, either supporting or opposing the proposed plan, should be sent to the Secretary of the Board of Transport Commissioners, Ottawa, and a request that copies of any such submissions be sent to the Railway. On February 28, 1968, the Railway wrote to the Railway Transport Committee (successor to the Board of Transport Commissioners) requesting leave to amend its application of June 22, 1967, to provide for the removal of caretakers at 15 additional points. This amending application was also furnished to all parties who had received a copy of the original application and to any communities who had not been affected previously and had not received a copy of the original application.

During the months ensuing the date of the original application, many submissions were received by the Board, and latterly the Railway Transport Committee, showing either opposition to the proposed plan or registering no objection to the plan as submitted. In late 1967 the District Inspector at Calgary was directed by this Committee to conduct a thorough review, by way of meetings in each locality with local authorities and shippers to determine the effect the proposed plan would have on users of the Railway services. Following this review, the Inspector reported his findings to the Committee.

Commencing in mid-December the Railway, for the purpose of disseminating information to its customers regarding the proposed plan, sent a team of officers into the area to meet with the people. Between that time and the last week of April 1968, 112 meetings were held with customers, municipal, business and other organizations. Letters of explanation were sent to carload and Canadian Pacific Merchandise Service customers. Advertisements were placed in all daily and rural weekly newspapers serving the area.

On March 11, 1968, the Railway Transport Committee sent out to all interested parties shown on its files, and to any others who had received copies of the Railway's application, notice that a public hearing would be held on Monday, April 29, 1968, in the Court House, Medicine Hat, Alberta.

Description of Proposed Customer Service Plan:

At the hearing held in Medicine Hat, the Railway through its witnesses, outlined the proposed Customer Service Plan for the Medicine Hat Division. The plan is basically identical with plans now being inaugurated on the Trenton Division and in South Edmonton, and proposed for the Calgary and Regina Divisions, i.e., a Customer Service Centre with which all patrons of the Railway can communicate by means of a toll-free Zenith telephone number. The switchboard at the centre would be staffed 24 hours a day, 7 days a week, and would place with various experts in their field, calls relating to rate matters, ordering or placing of cars, information re shipments, telegraph messages, train or hotel reservations, etc. All waybilling and other types of accounting, rather than being done by station agents as at present, would be done by staff in the centre.

In the field of express and L.C.L. traffic, all of this is now being handled by truck on the Medicine Hat Division. It will continue to be handled in this manner, but the billing and collecting will now be done in the Customer Service Centre, and rather than the station being the drop-off point for shipments for delivery, the trucking service, whether Canadian Pacific Merchandise Service, contract carrier, or interline carrier, will provide its own facilities.

To serve as contact men between the Railway and its customers, it is proposed that 6 mobile representatives would be appointed to serve the area. Each mobile representative would travel specific routes by automobile each day, contacting customers, adjusting complaints, and, in short seeing that his customers receive adequate service for merchandise or carload traffic, or for any other of the railway services. It is estimated that each of these representatives would be required to travel an average of 144 miles per day, in addition to his contact work. The Railway is confident that this amount of road mileage is not excessive, but assured the Committee that if it were found that the customers were not getting adequate service because of time lost by the mobile representatives in travelling, immediate steps would be taken to add to the number of representatives in the area.

Opposition to the Application:

The Board of Trade of the Town of Leader, expressed a fear that the Railway's proposal is "a foot in the door" to the eventual abandonment of all service to their area, contrary to the commitments made in the agreement between the Government of Canada and the Canadian Pacific Railway in 1881.

The Town of Maple Creek, and the Maple Creek Chamber of Commerce, in separate submissions, were of one opinion that the inauguration of the Railway's proposal would effect the economic development of rural areas and expressed a lack of conviction that the result would be an improvement in service. Under cross-examination, the above groups opposing the application, admitted that they knew nothing of the results of the similar Customer Service Centre at Lethbridge which had been in operation for some two

years, nor had they attempted to find out whether the Lethbridge plan had had adverse effects which they feared would result in their areas.

The Town of Empress was concerned over a possibility that the interline carrier now serving them might discontinue its operations leaving them with no delivery service at all. The Railway outlined the improvements it had inaugurated with the interline carrier, which included door-to-door pick up and delivery, and gave its assurance that service would be given, even to the extent of arranging for an alternative carrier should the incumbent decide to withdraw from Empress.

Empress also expressed concern over the length of the routes assigned to mobile representatives in that area, taking into account road conditions, particularly in adverse weather periods of the year. Again the Railway gave its assurance that it would maintain sufficient flexibility in this field of customer contact to guarantee good and proper coverage of the towns and villages throughout the whole Medicine Hat Division.

In East Coulee, at present there is a joint C.P. -- C.N. agency, manned by an agent employed by the Canadian Pacific, but part of whose salary is paid by the Canadian National. There is in existence an agreement whereby Canadian Pacific does the switching at that point for one year and Canadian National does the switching the next year. This service is alternated each year. Under the Railway's proposal, the agent at East Coulee would be removed and would be replaced by an operator, employed and paid in the same manner as the incumbent agent is now. Charter Coals Limited, the largest shipper at this point, registered strong opposition to the proposal, due to concern that their switching services, shipping arrangements, and ordering of cars would suffer should the services of the agent be taken away. On the second day of the hearing, the Railway was able to offer the assurance to Charter Coals Limited that the proposal would result in no changes in services offered to them at present, except that with the inauguration of the Customer Service Centre, all billing and accounting now being done by the agent would be performed in the central office at Medicine Hat. Upon receipt of this assurance, Charter Coals Limited withdrew its opposition.

The Alberta Freight Bureau submitted a brief at the hearing which, while not objecting to the principle of a Customer Service Plan, drew the attention of the Committee to the fact that the Drumheller-East Coulee area is more geographically oriented to the Calgary area and should be included in the Customer Service Centre for that area.

The brief further stressed the point that the Zenith telephone service, being basic to the provision of service under the proposal, should be maintained with the other standards of service until such time as the Committee directs otherwise.

In reply to this brief, the Railway was able to show that the inclusion of the Drumheller area in the Medicine Hat Customer Service Centre would cause no difficulty in providing essential services to customers, and further assured the Committee that the Zenith telephone would remain an integral part of the plan as long as it remained in

effect, or until more effective means of communication were developed that met with the approval of the Committee.

Discussions and Conclusions:

Considering the area to be affected by the Customer Service Plan as proposed by the Railway on the Medicine Hat Division and that the above constituted the opposition registered at the hearing, the Committee has concluded that the team of officers sent into the area by the Railway was successful in informing and educating its customers concerning the changes that the proposed plan would bring about, and in allaying most of the fears that seem to be inherent in accepting such changes.

Having come to this conclusion, and upon weighing the evidence that the proposed Customer Service Centre Plan on the Medicine Hat Division is essentially the same as other plans which the Committee has earlier approved, I would grant the application of the Canadian Pacific Railway Company.

Of continuing concern to me is the role played by the Mobile Representatives in the proposed Plan, particularly in the territories allotted to them, the miles to be travelled each day and the number of contacts to be made to ensure good and adequate service to all customers. I would remind the Railway of its assurance to the Committee, and in this case to the Town of Empress, that this portion of the proposed Plan will be kept under continuing review, to ensure adequate service to the users of the Railway's facilities.

I would grant the application of Canadian Pacific Railway Company to remove 41 agents and 15 caretakers on its Medicine Hat Division, and to substitute therefor the Customer Service Centre Plan comprised in the application, as amplified at the hearing in Medicine Hat.

An Order will issue accordingly.

June 27, 1968

(Signed) JOHN M. WOODARD.

I CONCUR

(Signed) D.H. JONES.

(Signed) W.R. IRWIN.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2668

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the Canadian Pacific Railway Company, hereinafter called the "Applicant Company", for authority in respect of its Customer Service Plan at Medicine Hat, in the Province of Alberta, to remove forty-one agents and 15 caretakers from stations on its Medicine Hat Division:

File No. 4205.2852

UPON hearing the application at a sittings of the Committee at Medicine Hat, Alberta, on April 29th, 1968, in the presence of counsel for the Applicant Company, Robert D. Ross for Charter Coals Limited, G.C. King, for the Town of Maple Creek, J.W. Telford representing the Alberta Freight Bureau, H.A. Olson, M.P., Medicine Hat, M.K. Clary, representing Leader Board of Trade and Calvin Steinly, R.G. Graefer, Norris Storey and G.H. Arthur representing the Village of Empress, and C.J. Everest, representing Maple Creek Chamber of Commerce, and upon reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. Upon the implementation by the Applicant Company of its Customer Service Plan at Medicine Hat, in the Province of Alberta, the Applicant Company is authorized to remove the agents at:

Gull Lake	Lancer	Hilda	Redcliff	Hussar
Tompkins	Sceptre	Richmond	Suffield	Standard
Piapot	Prelate	Fox Valley	Tilley	Strathmore
Maple Creek	Leader	Bindloss	Brooks	Langdon
Walsh	Empress	Patricia	Bassano	Nacmine
Pennant	Hazlet	Duchess	Gleichen	Carbon
Cabri	Mendham	Rosemary	Vauxhall	Acme
Abbey	Burstall	East Coulee	Lomond	Beiseker
				Wimborne

and to remove the caretakers at:

Namaka	Jenner	Cluny	Carseland
Millicent	Lemsford	Success	Buffalo
Torrington	Schuler	Irvine	Irricana
Shackleton	Golden Prairie	Hatton	

2. Any station or shelter at the points mentioned in section 1 herein shall, so long as it is served by passenger trains, be kept clean, heated and lighted.

Dated at Ottawa, this 27th day of June, 1968.

(Sgd.) C.W. Rump,
Secretary,
Railway Transport Committee.

Canadian Transport Commission

Canada Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

IN THE MATTER OF the application of the Canadian Pacific Railway Company for authority, in respect of its Customer Service Centre at Calgary (Alyth), in the Province of Alberta, to remove seventeen (17) agents from stations on its Calgary Division.

File No. 4205.3040

June 27, 1968

BEFORE:

J.M. WOODARD,
JOHN MAGEE,

Commissioner.
Commissioner.

APPEARANCES:

V.F. BURSTALL
and
R.J. MADGE
R.N. THOMPSON, M.P., Red Deer.

for Canadian Pacific Railway Company.

R.L. SHANTZ
and
J. RIDDOCH
R.F. ANDERSON
and
ELWOOD FYTEN
K. BERSCHT,

*representing the Town of Didsbury,
Alberta.*

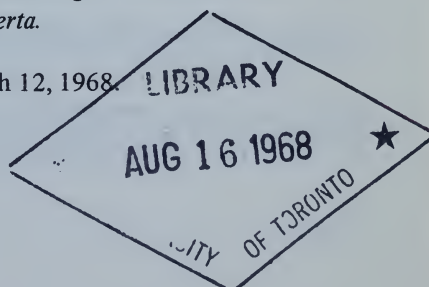
*representing the Village of Bowden,
Alberta, and the Bowden Chamber
of Commerce.*

*representing the Innisfail Chamber
of Commerce.*

G. FARTHING,

*representing the Town of Sylvan Lake,
Alberta.*

Heard at Calgary, Alberta, March 12, 1968.



RAILWAY TRANSPORT COMMITTEE

JUDGMENT

WOODARD, C.

The application from the Canadian Pacific Railway Company (hereinafter referred to as the "Railway") to remove agents on its Calgary Division, co-incidental with the inauguration of a Customer Service Centre at Calgary (Alyth), is dated June 22, 1967. At the same time the railway furnished copies of its applications to all the municipalities concerned, Members of Parliament and Members of the Legislative Assembly of Alberta in the area affected. With the application furnished to the above was advice that any submissions, either supporting or opposing the proposed plan, should be sent to the Secretary of the Board of Transport Commissioners for Canada, Ottawa, and a request that copies of any such submissions be sent to the Railway. By letter dated August 1, 1967 the Railway advised it wished to amend its application of June 22nd, 1967 to provide for the removal of the agent at Red Deer, Alberta. A copy of this letter was sent to all those who received a copy of the application.

During the ensuing months many submissions were received by the Board, showing either opposition to the proposed plan, or registering no objection to the plan as submitted. In the fall of 1967, the District Inspector at Calgary was directed by this Committee to conduct a thorough review, by way of interviewing officials of municipalities, towns, villages and hamlets as well as businessmen and members of various organizations to determine the effect the proposed plan would have on users of the Railway services. Following this review, the Inspector reported his findings to the Committee.

On January 8, 1968, the Railway, for the purpose of disseminating information to their customers regarding the proposed plan, sent a team of officers into the area to meet with the people. Nineteen meetings were held at various locations during which 161 persons were contacted representing municipal, business and other organizations.

On June 29, 1967, the Railway mailed 259 letters to patrons and shippers on the Calgary Division explaining its Customer Service Centre proposal.

On January 26, 1968, the Railway Transport Committee sent out to all interested parties shown on its files and to any others who had received copies of the Railway's application, notice that a public hearing would be held on Tuesday, March 12, 1968 in Court Room No. 2, of the Court House, Calgary, Alberta.

Description of Proposed Customer Service Centre

The Centre proposed by the Railway on the Calgary Division is identical with similar plans being inaugurated on the Trenton Division and in South Edmonton, and proposed for the Regina Division, i.e., a Customer Service Centre to which all patrons of

the Railway can communicate by means of a toll-free Zenith telephone number. The switchboard at the centre would be staffed 24 hours a day, 7 days a week, and would place with various experts in their field, calls to rate matters, the ordering or placing of cars, information concerning shipments, telegraph messages, train or hotel reservations, etc. All waybilling and other types of accounting, rather than being done by station agents as at present, would be done by staff in the centre.

All less-than-carload freight and express is being transported by truck on the Calgary Division and will continue to be handled in this manner. However, the billing and collecting will now be done in the Customer Service Centre, and rather than the station being the drop-off point for shipments for delivery, the trucking service, whether Canadian Pacific Merchandise Service, contract carrier, or interline carrier, will provide its own facilities.

To serve as contact men between the Railway and its customers, it is proposed that 2 mobile representatives who would be domiciled in Calgary would be appointed to serve the area. Each would travel specific routes by automobile each day, contacting customers, adjusting complaints, and, in short seeing that his customers receive adequate service for merchandise or carload traffic, or for any other of the railway services. It is estimated that each of these representatives would be required to travel an average of 190 miles a day in addition to his contact work. The Railway is confident that this amount of road mileage is not excessive but indicated in evidence that should it be found that the mobile representatives could not cover the routes, steps would be taken to add to the number in the area.

Opposition to the Application

As the hearing progressed it became evident that serious doubts existed in the minds of those opposed to the plan as to the ability of the Railway to provide a reasonable alternative service at points where the proposal contemplates removing the resident agent. They were also concerned as to what the probable long term impact would be in social and economic terms in the area affected. The doubts and fears generally expressed were that:

- (1) The customer would lose the advantages available through personal contact with the agent.
- (2) The local representative, who is usually a businessman, could not provide a service as satisfactory as an agent in terms of being available 8 hours a day 5 days a week.
- (3) Insufficient consideration has been given to long term social and economic effects on the area and its residents deriving from the centralization involved in this plan.
- (4) There is a great deal of concern that the length of the routes assigned to each of the mobile representatives is such that they would not be able to give the required service to their territory.

- (5) There is concern as to whether the Railway will be able to obtain interline carriers and contract representatives who can render the required service.

Mr. J.W.P. Telford, Supervisor of the Alberta Freight Bureau of the Province of Alberta, testified they studied the Lethbridge Customer Service Centre prior to and after its implementation. They found that the plan was working generally as the Railway had outlined and when necessary the Railway had made adjustments to suit particular circumstances. He stated the Bureau was not opposing the system and that if the standard of service does not come up to what is desired or required in a community, the Bureau would take the case back to the Railway Transport Committee.

Discussion and Conclusion

Of continuing concern to me is the role played by the mobile Representatives in the proposed plan, particularly in the territories allotted to them, the miles to be travelled each day and the number of contacts to be made to ensure good and adequate service to all customers. The Railway's witness Wedman, in cross-examination, stated that after these mobile men have had a chance to travel these routes for a couple of months they will get to know the patrons and inquiries just as well as the agent who now has very little opportunity to get out and contact people.

While not overlooking the Railway's assurance to the Committee that this feature of the proposed plan will be kept under continuing review, to ensure adequate service to the users of the Railway's facilities, I nevertheless find myself sharing the fears of those opposing the application that the mileage assigned to each of the two mobile representatives is such they will be unable to fulfill the Railway's obligations to its customers.

Having come to this conclusion I am of the opinion that the Railway should appoint a third mobile representative to be based at a point outside of Calgary which might well be at Red Deer, Alberta or such other location as the Railway may determine as being in the best interest of serving its customers.

Upon weighing the evidence that the proposed Customer Service Centre plan on the Calgary Division is essentially the same as other plans which the Committee has earlier approved, I would grant the application of the Canadian Pacific Railway Company on the condition that the Railway undertakes to appoint a third mobile representative whose location is determined in the manner I have previously described.

Upon fulfilling of the stipulation set forth in this Judgment, I would grant the application of Canadian Pacific Railway Company to remove 17 agents on its Calgary Division, and to substitute therefor the Customer Service Centre plan as comprised in the application, and amplified at the Hearing in Calgary.

An Order will issue accordingly.

June 27, 1968

(Signed) JOHN M. WOODARD

I CONCUR

(Signed) JOHN MAGEE.

58 R.T.C.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2669

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the Canadian Pacific Railway Company, hereinafter called the "Applicant Company", for authority in respect of its Customer Service Centre at Calgary (Alyth) in the Province of Alberta, to remove seventeen agents from stations on its Calgary Division:

File No. 4205.3040

UPON hearing the application at a sittings of the Committee at Calgary, Alberta, on the 12th day of March, 1968 in the presence of counsel for the Applicant Company, R.N. Thompson, M.P., Red Deer, R.L. Shantz and J. Riddoch representing the Town of Didsbury, R.F. Anderson and Elwood Fyten, representing the Village of Bowden and the Bowden Chamber of Commerce, K. Berscht representing the Innisfail Chamber of Commerce and G. Farthing representing the Town of Sylvan Lake, Alberta, and upon reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. Upon the implementation of its Customer Service Centre at Calgary, in the Province of Alberta, the Applicant Company is authorized to remove the agents at the following points of its Calgary Division if it appoints at the time of implementation a third mobile representative to be based at a point outside of Calgary stationed at a location determined by the Applicant Company as to be in the best interest of its customers:

Cochrane	Airdrie	Bowden	Rocky Mountain House
Exshaw	Crossfield	Innisfail	Red Deer
Canmore	Carstairs	Penhold	
Banff	Didsbury	Sylvan Lake	
Lake Louise	Olds	Eckville	

2. Any station or shelter at the points mentioned in section 1 herein shall, so long as it is served by passenger trains, be kept clean, heated and lighted.

Dated at Ottawa, this 27th day of June, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

Canadian Transport Commission

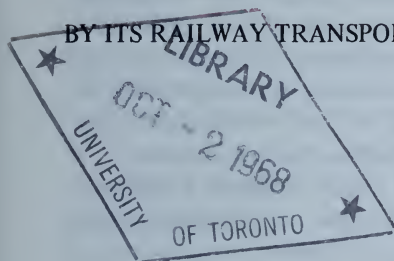
Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2626

BY ITS RAILWAY TRANSPORT COMMITTEE



IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rate on Fish and Fish Scraps, for manufacture of Animal Feed, frozen, unfit for human consumption, from Saint John, New Brunswick, to Streetsville, Ontario:

File No. 40615.39

UPON application of the Canadian Pacific Railway Company—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding three cents per 100 pounds is authorized in respect of rate of 86 cents per 100 pounds on Fish and Fish Scraps, for manufacture of Animal Feed, Frozen, unfit for human consumption, carload minimum weight 60,000 pounds, from Saint John, New Brunswick, to Streetsville, Ontario.

Dated at Ottawa, this 25th day of June, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2666

ENTERED AS AN ORDER OF THE RAILWAY TRANSPORT COMMITTEE

ORDER NO. 125567

OF THE

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

IN THE MATTER OF the application of the Borough of Scarborough, hereinafter called the "Applicant" requesting authority to construct a grade separation (subway) to carry Midland Avenue across and under the right of way and tracks of the Canadian Pacific Railway Company, at mileage 199.15 Belleville Subdivision, in the Borough of Scarborough, in the Province of Ontario:

*Files Nos. 26727.363
26727.363-U*

WHEREAS at a hearing of the application at a sittings of the Board of Transport Commissioners for Canada on the 6th and 7th day of June, 1967, in the presence of counsel for the Applicant, for the Canadian Pacific Railway Company and for The Bell Telephone Company of Canada, the Board, by its Chief Commissioners, rendered a bench judgment as an interim decision on this matter, reported at pages 2644 to 2650 of volume 1149 of the official Transcript of Evidence of the Board; and

WHEREAS in the said interim decision, the Board said, as reported at page 2649 of the said transcript: "It will be necessary for the Board to review the work that is finally decided upon and the cost thereof and to then determine to what portion thereof the percentage payable by the railway company shall apply."; and

WHEREAS section 89 of the National Transportation Act provides in part that where on the coming into force of Part I any matter had been heard by the Board but no Order had been rendered thereon, the Board shall continue to exist, notwithstanding Part I for the purpose of making an Order.

UPON reading the submissions filed—

IT IS HEREBY ORDERED AS FOLLOWS:

1. The Applicant is authorized to construct a subway to carry Midland Avenue across and under the right of way and tracks of the Canadian Pacific Railway Company, at mileage 199.16 Belleville Subdivision, in the Borough of Scarborough, in the Province of Ontario, as shown on preliminary layout drawings numbers CN-237-P1 and CN-237-P2, each dated December 1967. The said subway shall replace the crossing at grade of Midland Avenue and the Canadian Pacific Railway Company at mileage 199.15 Belleville Subdivision.

2. The subway hereby authorized shall be constructed in compliance with the provisions of General Order No. E-5 of the Board of Transport Commissioners for Canada, except that the Applicant shall design the entire structure, prepare all plans for construction thereof, invite tenders and award contracts for the construction of the structure, and supervise construction, all subject to the approval of the Canadian Pacific Railway Company. Detailed plans shall be submitted to and approved by an Engineer of the Railway Transport Committee before construction is commenced.

3. The Canadian Pacific Railway is authorized to close, within the limits of its right of way, the existing crossing of Midland Avenue and its railway at mileage 199.15 Belleville Subdivision, and to construct a temporary diversion of its railway across Midland Avenue to permit construction of the said subway.

4. Detailed plans of the said deviation shall be submitted to and approved by an Engineer of the Railway Transport Committee before the work is commenced.

5. When the said subway is opened for the use of the public, the Canadian Pacific Railway Company shall remove the said temporary deviation of its railway and shall relocate its tracks to their permanent location on the subway.

6. The cost of construction and removal of the said temporary deviation shall be considered part of the cost of construction of the subway.

7. Eighty per cent of the cost of construction of the said subway, or the sum of \$500,000.00, whichever is the lesser, shall be paid out of The Railway Grade Crossing Fund.

8. Upon completion of the project, the Railway Transport Committee of the Canadian Transport Commission will determine the total cost of the project towards which a grant is authorized from The Railway Grade Crossing Fund.

9. The Applicant and the Canadian Pacific Railway Company shall pay each fifty per cent of such total cost, determined as indicated in the paragraph immediately preceding after deducting therefrom the amount of grant authorized from The Railway Grade Crossing Fund.

10. The cost of maintenance of the sub-structure and super-structure of the said subway shall be paid 82.5 per cent by the Canadian Pacific Railway Company and 17.5 per cent by the Borough of Scarborough. All other costs of maintenance of the said

subway, including the cost of maintaining the approaches, road surface, sidewalks, drainage and lighting, shall be borne by the Borough of Scarborough.

11. The Bell telephone Company of Canada, the Consumers Gas Company, Ontario Hydro and the Scarborough Public Utilities Commission shall remove or relocate their existing facilities to permit construction of the said subway.

12. Eighty per cent of the cost of removing or relocating the facilities of The Bell telephone Company of Canada, the Consumers Gas Company, Ontario Hydro and the Scarborough Public Utilities Commission, or the sum of \$59,200.00, whichever is the lesser, shall be paid out of The Railway Grade Crossing Fund and each of the said utilities shall bear the balance of the cost of removal or relocation of its facilities.

Dated at Ottawa, this 27th day of June, 1968.

(Sgd.) H.H. GRIFFIN,
Assistant Chief Commissioner,
Board of Transport Commissioners
for Canada.

This Order has been entered as an Order of the Railway Transport Committee of the Canadian Transport Commission pursuant to subsection (3) of section 89 of the National Transportation Act under number R-2666.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee,
Canadian Transport Commission.

CANADIAN TRANSPORT COMMISSION

ACCIDENTS REPORTED TO THE OPERATING BRANCH, FEBRUARY, 1968
RAILWAY TRANSPORT COMMITTEE

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents	197	9	237
Level Crossing Accidents	<u>50</u>	<u>14</u>	<u>63</u>
	<u>247</u>	<u>23</u>	<u>300</u>

	<u>Killed</u>	<u>Injured</u>
Passengers	—	78
Employees	3	154
Others	<u>20</u>	<u>68</u>
	<u>23</u>	<u>300</u>

Of the 50 accidents at Highway Crossings, 31 occurred where standard Railway Crossing signs are located, 19 where additional forms of protection are in use, 34 after Sunrise and 16 after Sunset.

Ottawa, Ont.

CANADIAN TRANSPORT COMMISSION

ACCIDENTS REPORTED TO THE OPERATING BRANCH, MARCH, 1968
RAILWAY TRANSPORT COMMITTEE

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents	211	5	216
Level Crossing Accidents	<u>30</u>	<u>9</u>	<u>33</u>
	<u>241</u>	<u>14</u>	<u>249</u>

	<u>Killed</u>	<u>Injured</u>
Passengers	—	50
Employees	3	159
Others	<u>11</u>	<u>40</u>
	<u>14</u>	<u>249</u>

Of the 30 accidents at Highway Crossings, 16 occurred where standard Railway Crossing Signs are located, 14 where additional forms of protection are in use, 23 after Sunrise and 7 after Sunset.

Ottawa, Ont.

CANADIAN TRANSPORT COMMISSION

ACCIDENTS REPORTED TO THE OPERATING BRANCH, APRIL, 1968
RAILWAY TRANSPORT COMMITTEE

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents	185	10	198
Level Crossing Accidents	19	1	28
	<u>204</u>	<u>11</u>	<u>226</u>

	<u>Killed</u>	<u>Injured</u>
Passengers	—	67
Employees	6	133
Others	5	26
	<u>11</u>	<u>226</u>

Of the 19 accidents at Highway Crossings, 10 occurred where standard railway crossing signs are located, 9 where additional forms of protection are in use, 13 after Sunrise and 6 after Sunset.

Ottawa, Ont.

**SUMMARY OF ORDERS ISSUED BY
THE RAILWAY TRANSPORT COMMITTEE**

*(Denotes Order Printed in full)

- R-2387 May 21 – Exempting the C.P.R. from erecting and maintaining right of way fences on the east side of its Arborg Subd., between mileages 21.2 and 21.7, Man.
- R-2388 May 21 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road at Ilderton, Ont., at mileage 7.02 Exeter Subd.
- R-2389 May 21 – Authorizing the C.N.R. to remove the caretaker at Bangor, Sask., mileage 258.3 Rivers Subd.
- R-2390 May 21 – Rescinding authority of Order No. 116739 which imposed a speed limitation at the crossing of the C.N.R. and Highway No. 5 near Humboldt, Sask., at mileage 51.68 St. Brieux Subd.
- R-2391 May 21 – Approving changes in the automatic protection at the crossing of the C.P.R. and 8th Range Road at Piedmont, P.Q., at mileage 26.17 Ste. Agathe Subd.
- R-2392 May 21 – Rescinding authority to Order No. 73093 which approved the proposed location of storing and unloading facilities of Supertest Petroleum Corporation Ltd., near the tracks of the C.P.R. at London, Ont.
- R-2393 May 21 – Authorizing the Saskatchewan Department of Highways & Transportation to construct and maintain an overhead bridge carrying Highway No. 11 across and over the C.N.R., at mileage 65.15 Aberdeen Subd., in the NW1/4-31-38-4 W3M, Sask.
- R-2394 May 21 – Authorizing the removal of the speed restriction imposed by Order No. R-1357 at the crossing of the C.P.R., and the Twp. Road (Highway Bridge Crossing,) in the Twp. of Wolford, Ont., at mileage 9.75 Brockville Subd.
- *R-2395 May 21 – Approving the limitation of liability on carload rates filed by the Canadian Freight Association on Engines, Internal Combustion, or Parts thereof, from London, Ontario to Chicago, Illinois. (See page 242, 58 R.T.C.)
- R-2396 May 21 – Authorizing the City of Sarnia to reconstruct the overhead bridge carrying Vidal Street across and over the C.N.R., at mileage 0.91 St. Clair Tunnel Subd., by constructing two overhead bridges and upon completion requiring the City to remove the existing overhead bridge; and rescinding authority of Order No. 121967.

- R-2397 May 21 – Authorizing the City of Sarnia to construct dual overhead bridges to carry Vidal Street across the track of the C.N.R. at mileage 0.41 Point Edward Spur replacing the existing level crossing; authorizing the C.N.R. to revise the grade of their railway at the level crossing and to reconstruct the crossing and to relocate the automatic protection to suit the reconstructed crossing; and upon completion of the overhead bridges to close within the limits of their right of way the reconstructed crossing.
- *R-2398 May 22 – Approving limitation of liability on rates filed by the Canadian Freight Association on Zinc Concentrates, carload minimum weight 90% of the capacity of car, from mileage 60.6 Peace River Subd., of the Northern Alberta Railways to Flin Flon, Man., as Proportional rates. (See page 243, 58 R.T.C.)
- *R-2399 May 22 – Approving limitation of liability on rates filed by the Canadian Freight Association on Crude Lead and Zinc Ore, carloads, minimum weight 140,000 pounds, from mileage 60.6 Peace River Subd., of the Northern Alberta Railways, as Proportional rates, applicable only on traffic originating at Pine Point Mine, North West Territories. (See page 244, 58 R.T.C.)
- R-2400 May 23 – Amending Order No. 121308 which authorized The Bell Telephone Company of Canada and the Hydro-Quebec to remove or relocate their facilities to permit the construction of an overhead bridge carrying Highway No. 8 across and over the C.P.R., at Ayersville, P.Q., mileage 46.11 Lachute Subd.
- R-2401 May 23 – Authorizing the Sask. Department of Highways & Transportation to construct and maintain Highway No. 45 across the C.N.R. at mileage 9.01 Beechy Subd., in the SE1/4-1-25-3 W3M, Sask.
- R-2402 May 23 – Approving changes in the automatic protection at the crossing of the C.N.R. and Gardiner's Road east of Collins Bay, Ont., at mileage 178.05 Kingston Subd.
- R-2403 May 23 – Approving the location of the proposed additional 3000 imperial gallon flammable liquid storage tank and dyke extension of Imperial Oil Ltd., at Miniota, Man., near mileage 71.55 Miniota Subd. C.P.R.
- R-2404 May 23 – Approving the location of the proposed additional 14' x 28' office building and existing flammable liquid tank truck transfer facilities of Imperial Oil Ltd., at St. Walburg, Sask., near mileage 77.09 Turtleford Subd. C.N.R.
- R-2405 May 23 – Removing the speed limitation imposed by subsection (4) of section 312 of the Railway Act at the crossing of The Toronto, Hamilton

and Buffalo Railway Co., and Mount Pleasant Station Road 4.32 miles east of Scotland, Ont. at mileage 68.53 Waterford Subd., and requiring that no engine, car or train shall enter the crossing at a speed greater than 20 miles per hour.

- R-2406 May 23 – Requiring the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Elliot Avenue in the City of Kingston, Ont., at mileage 172.72 Kingston Subd., to another crossing of a public road at mileage 31.55 Marmora Subd.
- R-2407 May 23 – Assessing the cost of maintenance and operation of the automatic protection at the crossing of the C.N.R. and Argyle Street, in the Town of Caledonia, Ont., at mileage 58.66 Dunnville Subd., on the Town and the Railways.
- R-2408 May 23 – Amending Order No. 115973 which authorized the National Capital Commission to construct a grade separation to carry Highway No. 16 across and over the relocated track of the C.P.R., in the City of Ottawa, Ont., at mileage 1.34 Prescott Subd.
- R-2409 May 23 – Approving the location of the proposed 14' x 28' office building of Imperial Oil Ltd., at Neilburg, Sask., near mileage 57.08 Lloydminster Subd. C.P.R.
- R-2410 May 23 – Authorizing the Interprovincial Pipe Line Company to construct crude oil steel pipe lines across and under the C.P.R., at the following locations: mileage 5.50 Wetaskiwin Subd., in the NW1/4-8-13-10 W4M, Alta., mileage 83.90 Outlook Subd., in the NW1/4-11-26-5 W3M, Sask., mileage 6.70 Wetaskiwin Subd., in the SW1/4-18-43-10 W4M, Alta., mileage 115.1 Hardisty Subd., in the NE1/4-24-41-8 W4M, Alta.
- R-2411 May 23 – Authorizing the County of Barrhead No. 11 to reconstruct the County Road where it crosses the track of the Northern Alberta Railways Co., mileage 12.94 Barrhead Subd., between the NW1/4-30-58-1 W5M and the NE1/4-25-58-2 W5M, Alta.
- R-2412 May 23 – Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their railway and Prevost Road, Parish of St-Charles-Borromée, County of Bellechasse, P.Q., mileage 99.73 Montmagny Subd.
- R-2413 May 23 – Amending Order No. 121738 which required the C.N.R. to install automatic protection at the crossing of their Railway and St. Jean Road, in Crabtree, P.Q., at mileage 104.59 Joliette Subd.
- R-2414 May 23 – Authorizing the County of Strathcona No. 20 to improve the vision at the crossing of the C.N.R. and County Road, at mileage 257.14 Wainwright Subd., West of the NW1/4-14-53-23 W4M, Alta.

- R-2415 May 23 – Requiring the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Dorchester Road, in the City of Niagara Falls, Ont., at mileage 4.39 Grimsby Subd., to another crossing of their railway and Delhi Street, in Port Colborne, at mileage 0.41 Elm Street Spur off mileage 19.61 Dunnville Subd.
- R-2416 May 23 – Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and the Township Road, in the Twp. of Ernestown, Ont., at mileage 191.51 Kingston Subd., to another crossing of a public road at mileage 70.35 Marmora Subd.
- R-2417 May 23 – Requiring the C.P.R. to relocate the existing reflectorized signs at the crossing of its railway and the access road to Neepawa, Man., at mileage 60.50 Minnedosa Subd., to another crossing of the highway at mileage 50.89 Varcoe Subd.
- R-2418 May 23 – Exempting the C.P.R. from erecting and maintaining right of way fences on the north side of its Windsor Subd., between mileages 91.46 and 91.55, Ont.
- R-2419 May 24 – Authorizing the City of Ottawa to reconstruct, improve and relocate the overhead bridge carrying Wellington Street across and over the C.P.R. and the C.N.R., County of Carleton, Ont., mileage 4.71 to mileage 4.80 Ellwood Subd., and upon completion to remove the existing overhead bridge.
- R-2420 May 27 – Authorizing the Mun. of Cornwallis to reconstruct the Municipal Road where it crosses the tracks of the C.N.R., at mileage 77.00 Pleasant Point Subd., and mileage 37.47 Wawanesa Subd., north of the NW1/4-7-10-18 WPM, Man.
- R-2421 May 27 – Authorizing the removal of the diamond crossing and associated signals at the crossing of the C.N.R. Aberdeen Subd., at mileage 24.9 and Cudworth Subd., at mileage 38.7 at Totzke, Sask.
- R-2422 May 27 – Authorizing the Newfoundland Dept. of Highways to construct and maintain a road across the track of the C.N.R. near Millertown Junction, Nfld., at mileage 309.51 Bishop's Falls Subd.
- R-2423 May 27 – Amending Order No. 122007 which required the C.N.R. to install automatic protection at the crossing of their railway and Louis Joliette Range Road West, Mun. of Louis Joliette, County of Dorchester, P.Q., at mileage 198.04 Monk Subd.
- R-2424 May 27 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and the North-South Road, west of Coleman, Alta., at mileage 92.59 Crowsnest Subd.
- *R-2425 May 27 – Approving the limitation of liability on rates filed by the Canadian Freight Association on Lead and Zinc Concentrates, carload

minimum weight 90% of marked capacity of car from mileage 60.6 Peace River Subd., Alta., of the Northern Alberta Railways, to Kingsgate, B.C., as Proportional rates, applicable only on shipments originating at Pine Point Mine, North West Territories., destined East Helena, Montana. (See page 245, 58 R.T.C.)

- R-2426 May 27 — Requiring the C.P.R. to relocate the existing reflectorized signs from the crossing of its railway and Fraser Road, two miles south of Courtenay, B.C., at mileage 137.6 Victoria Subd., to another crossing of its railway and a public road at mileage 50.8 Victoria Subd.
- R-2427 May 27 — Authorizing the removal of the speed limitation at the crossing of the Midland Railway Co., and St. Matthews Avenue, in the City of Winnipeg, Man., Winnipeg Terminal Subd.
- R-2428 May 27 — Rescinding authority of Order No. 115162 which authorized the Township of Hungerford to construct Alexander Street across the track of the C.P.R., at mileage 62.11 Havelock Subd., Ont.
- *R-2429 May 27 — Authorizing the Toronto, Hamilton and Buffalo Railway Co., to dispense with the publication of notice in the Canada Gazette and in newspapers and the consent of the shareholders required by subsection (2) of Section 156 of the Railway Act with respect to Agreement between its Company and the Canadian Pacific Railway (See page 246, 58 R.T.C.)
- *R-2430 May 27 — Recommending to the Governor in Council for sanction an Agreement between the Toronto, Hamilton and Buffalo Rly. Co. and the C.P.R., for the joint use of certain property of the Toronto, Hamilton and Buffalo Rly. Co. (See page 247, 58 R.T.C.)
- R-2431 May 27 — Requiring the C.P.R. to relocate the existing reflectorized signs from the crossing of its railway and Lorne Avenue, in the District of Maple Ridge, B.C., at mileage 105.32 Cascade Subd., to another crossing of a public road at mileage 31.38 Cascade Subd.
- R-2432 May 27 — Requiring the Chesapeake and Ohio Rly. Co. to relocate the existing reflectorized signs from the crossing of its railway and Watson Sideroad in the Twp. of Mersea, Ont., mileage 44.30 No. 1 Subd., to another crossing at Water Street, in Ridgetown at mileage 0.28 Mill Spur off mileage 83.90 No. 1 Subd.
- R-2433 May 27 — Approving tolls published in Tariff filed by the Dominion Atlantic Rly. Co. under Section 8 of the M.F.R.A.
- R-2434 May 27 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and St. Claude Range Road, in the Parish of St. Philippe, P.Q., at mileage 28.87 Adirondack Subd.

- R-2435 May 27 – Authorizing the Borough of Etobicoke to construct a subway to carry the West Mall extension across and under the C.P.R., at mileage 11.70 Galt Subd., which will eliminate the existing level crossing at mileage 11.42 Galt Subd., Ont., and authorizing the C.P.R. to construct a temporary deviation to permit the construction of the subway and upon completion of the subway to remove the temporary deviation and to relocate its track to their permanent location on the subway.
- R-2436 May 27 – Approving Tariffs filed by The Bell Telephone Company of Canada.
- R-2437 May 27 – Approving changes in the automatic protection at the crossing of the C.N.R. and Heriot Street, in Drummondville, P.Q., at mileage 98.13 Drummondville Subd.
- R-2438 May 27 – Authorizing the Marathon Realty Co. Ltd., to construct and maintain an overhead conveyor across and over the tracks of the C.P.R. at mileage 0.28 Leduc Subd., City of Red Deer, Alta.
- R-2439 May 27 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road at mileage 42.32 Chatham Subd. Ont.
- R-2440 May 28 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Market Street, Paris, Ont., at mileage 30.73 Dundas Subd.
- R-2441 May 28 – Apportioning the cost of relocating the facilities of the Northern Telephone Co. required for the reconstruction and improvement of the overhead bridge carrying Third Ave. across the track of the C.N.R., at Fauquier, Twp. of Machin, District of Kapuskasing, Ont., at mileage 49.95 Kapuskasing Subd.
- R-2442 May 28 – Approving the relocation and reconstruction of the crossing of Lorne Avenue Lead cross Herman Ave., City of Saskatoon, Sask., at mileage 1.70 off mileage 188.35 Watrous Subd., and requiring the C.N.R. to install automatic protection at the said crossing.
- R-2443 May 28 – Authorizing the Quebec Department of Roads to reconstruct Station Road where it crosses the track of the C.N.R., in the Mun. of the Parish of Notre-Dame du Sacré-Coeur, County of Rimouski, P.Q., at mileage 127.6 Mont-Joli Subd., and upon completion requiring the Railways to install automatic protection at the said crossing.
- R-2444 May 28 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and 17th Avenue, in the City of Courtenay, B.C., at mileage 139.2 Victoria Subd.
- R-2445 May 28 – Apportioning the cost of removing the facilities of British Columbia Telephone Co. and The British Columbia Hydro and Power

Authority in order to permit the construction of an overhead bridge carrying Willingdon Avenue across and over the tracks of the Great Northern Rly. Co., at mileage 151.7 Third Subd., and the track of the C.N.R., at mileage 0.18 Tunnel Route., in the District of Burnaby, B.C.

- R-2446 May 28 – Approving the replacement of the bridge at mileage 66.2 Victoria Subd., in B.C., by a 24-inch diameter corrugated metal culvert pipe and fill. C.P.R.
- R-2447 May 28 – Requiring the C.N.R. to relocate the reflectorized signs from the crossing of their railway and the North-South Municipal District Road in Alta., at mileage 54.91 Edson Subd., to another crossing of a public road at mileage 33.27 Camrose Subd.
- R-2448 May 28 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Fourth Avenue, City of Regina, Sask., at mileage 0.27 Freight Shed Lead, off mileage 1.33 Regina Terminal Subd.
- R-2449 May 28 – Amending Order No. R-1126 which authorized the City of St. Laurent to carry Ste. Croix Boulevard across and under the tracks of the C.N.R., County of Ile-de-Montreal, P.Q., mileage 142.66 Joliette Subd.
- R-2450 May 28 – Approving changes in the automatic protection at the crossing of the C.N.R. and Lindsay Street in Drummondville, P.Q., at mileage 98.20 Drummondville Subd.
- R-2451 May 28 – Authorizing the City of Winnipeg to construct and maintain Pacific Avenue across the following spur tracks of the Midland Rly. Co. of Man. serving: (a) Cowin Steel, (b) Man. Telephone System, and (c) Pacific Storage, Man.
- R-2452 May 28 – Authorizing the Twp. of Southwold, to reconstruct Twp. Road where it crosses the tracks of the Penn Central Co. between Lots 19 and 20, Con. SS, Talbot Road South Branch, County of Elgin, Ont., at mileage 122.94 Main Line Subd.
- R-2453 May 28 – Authorizing the removal of the speed limitation at the crossing of the Chesapeake and Ohio Rly. Co. and St. James Street, in Mooretown, Ont., at mileage 62.3 No. 2 Subd.
- R-2454 May 28 – Approving the changes in the automatic protection at the crossing of the C.N.R. and No. 4 Range Road East, in Drummondville, P.Q., at mileage 99.60 Drummondville Subd.
- R-2455 May 28 – Authorizing the Quebec Department of Roads to widen and improve Du Reste Road where it crosses the tracks of the C.N.R. at mileage 183.23 Mont-Joli Subd., in the Parish of Saint-Georges-de-Cacouna,

Rivière du Loup County, P.Q., and upon completion requiring the Railways to install automatic protection at the said crossing.

- R-2456 May 28 – Approving changes in the automatic protection at the crossing of the C.N.R. and the highway near Fort Saskatchewan, Alta., at mileage 111.7 Vegreville Subd.
- R-2457 May 28 – Authorizing the C.P.R. to remove the automatic protection at the crossing of its railway and the former Trans-Canada Hwy. near Yale, B.C., at mileage 26.59 Cascade Subd., provided the British Columbia Department of Highways has installed and will maintain stop signs on each approach of the crossing.
- R-2458 May 28 – Authorizing the Quebec Department of Roads to realign and reconstruct Ste-Helene Range Road where it crosses the C.N.R., in the County of Bagot, P.Q., at mileage 113.82 Drummondville Subd.
- R-2459 May 29 – Approving changes in the automatic protection at the crossing of the C.N.R. and Grandin Avenue, in Morinville, Alta.
- R-2460 May 29 – Amending Order No. R-2077 which authorized the Interprovincial Pipe Line Co. to construct a 34-inch crude oil pipe line across and under the right of way and track of the C.P.R., in the NW1/4-26-17-19 W2M at mileage 89.33 Indian Head Subd., Sask.
- R-2461 May 29 – Authorizing the Twp. of Ancaster to construct a subway to carry Mineral Springs Road across and under the Toronto, Hamilton & Buffalo Rly. Co. at mileage 45.56 Waterford Subd., in Lot 38, Con. 1, Ont., which will eliminate the existing crossing at mileage 45.53; authorizing the Rly. Co. to construct a temporary deviation of its track across Mineral Springs Road and upon completion of the subway to remove the temporary deviation and to relocate its track to its permanent location of the subway and to close the existing crossing at mileage 45.53 Waterford Subd.
- R-2462 May 29 – Authorizing the C.N.R. to operate their engines, cars and trains on the subway structure carrying their railway across and over Union Street, in the City of Fredericton, N.B., at mileage 109.2 Nashwaak Subd.
- R-2463 May 29 – Approving revisions to tariffs filed by The Bell Telephone Co. of Canada.
- R-2464 May 29 – Approving changes in the automatic protection at the crossing of the C.N.R. and Brock Street in Drummondville, P.Q., at mileage 98.17 Drummondville Subd.
- R-2465 May 29 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Highway No. 25, west of Rivers Station, Man., at mileage 144.60 Rivers Subd.

- R-2466 May 29 — Authorizing the C.P.R. to relocate and reconstruct the crossing of its railway and 48th Street, in the City of Camrose, Alta., at mileage 69.88 Wetaskiwin Subd., and to relocate the automatic protection at the crossing.
- R-2467 May 29 — Authorizing the Ontario Department of Highways to construct an overhead bridge to carry Highway No. 4 across and over the track of the C.P.R., at mileage 32.85 Walkerton Subd., in Lots 42 and 43, between Con. 1 north of Durham Road and Con. 1 south of Durham Road, Twp. of Brant, County of Bruce, Ont., replacing an existing level crossing and to construct the temporary detour road across the railway; requiring the Railway to relocate the automatic protection from the existing crossing at mileage 32.85 Walkerton Subd., to the temporary crossing and upon completion to close the existing crossing and upon completion of the subway to close the temporary crossing and to remove the automatic protection therefrom.
- R-2468 May 30 — Amending Order No. R-1328 which authorized the R.M. of Lawtonia No. 135, Sask., to widen the Municipal Grid Road where it crosses the C.P.R. at mileage 73.95 Shamrock Subd., in the NE1/4-26-13-9 W3M.
- R-2469 May 30 — Approving changes to the automatic protection at the crossing of the C.N.R. and Windermere Avenue, in Fort Garry, Man., at mileage 0.45 Letellier Subd.
- R-2470 May 31 — Approving tolls in Supplement No. 5 to Agreed Charge Tariff filed by the Canadian Freight Assoc. under Section 3 of the M.F.R.A.
- R-2471 May 31 — Approving tolls published in Tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A. (C.P.R.)
- R-2472 May 31 — Approving tolls published in Agreed Charge Tariff filed by the Canadian Freight Assoc. under Sections 3 and 8 of the M.F.R.A.
- R-2473 May 31 — Approving tolls published in Supplement No. 7 to Agreed Charge Tariff filed by the Canadian Freight Assoc. under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Orders Nos. 122815, 125216 and R-1597.
- R-2474 May 31 — Declaring the crossing of the C.N.R. and a public road between Lot 29, Con. 1, Twp. of Shackleton and Lot 1, Con. 1, Twp. of Fauquier, Ont., at mileage 52.15 Kapuskasing Subd., a public crossing; authorizing the Twp. of Fauquier to improve the vision at the crossing and assessing the cost of maintenance on the Twps. of Fauquier and Shackleton and Machim.
- R-2475 May 31 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Rectory Street in London, Ont., at mileage 76.84 Dundas Subd.

- R-2476 May 31 – Authorizing the Quebec Dept. of Roads to widen and improve St. Claude Road where it crosses the C.N.R. in the Mun. of the Parish of St-Bernard-de-Lacolle, County of St-Jean, P.Q., at mileage 3.43 Valleyfield Subd.
- R-2477 May 31 – Apportioning the costs of construction and maintenance of the subway carrying Cavendish Boulevard across and under the C.P.R., in the City of Cote St. Luc, P.Q., at mileage 45.79 Adirondack Subd., and amending Order No. 110189.
- R-2478 May 31 – Authorizing the Alberta Department of Highways to reconstruct a public road where it crosses the main track of the Northern Alberta Railways Co., at mileage 49.28 Peace River Subd., and the north wye track in the SW1/4-31-83-21 W5M, Alta., and upon completion requiring the Railway to install automatic protection at the crossing.
- R-2479 May 31 – Approving changes in the automatic protection at the crossing of the C.P.R. at Marguerite Bourgeois Street in Ste. Marie, P.Q., at mileage 106.77 Vallee Subd. (formerly mileage 106.77 Quebec Subd. of the Quebec Central Rly. Co.)
- * R-2480 June 3 – Authorizing The Bell Telephone Company of Canada to extend its employees' Savings Plan to employees of certain subsidiary companies. (See page 291, 58 R.T.C.)
- R-2481 June 3 – Amending Order No. R-1887 which authorized the City of Saskatoon to widen 22nd Street where it crosses the track of the Saskatoon Industrial Lead No. 2 C.P.R., at mileage 0.43 off mileage 113.21 Wilkie Subd.
- R-2482 June 3 – Approving the location of the proposed 14' x 28' office building of Imperial Oil Ltd., at Redwater, Alta., near mileage 29.4 Coronado Subd. C.N.R.
- R-2483 June 3 – Approving the proposed temporary anhydrous ammonia transfer facilities of the Great Star Flour Mills Ltd., at St. Mary's, Ont., near mileage 10.21 Thorndale Subd. C.N.R.
- R-2484 June 3 – Authorizing the Interprovincial Pipe Line Co. to construct and maintain its pipe line under the right of way and tracks of the C.N.R. at the following locations: mileage 91.4 Qu'Appelle Subd., in the NW1/4-32-17-19 W2M, Sask.; mileage 71.38 Glenavon Subd., in the SE1/4-33-16-16-W2M, Sask.; mileage 0.42 Corning Subd., in the SE1/4-7-14-7-W2M, Sask.; mileage 9.3 Demay Subd., in the NW1/4-15-48-19-W4M, Alta.; mileage 15.4 Kingman Subd., in the NW1/4-19-48-19-W4M, Alta.
- R-2485 June 3 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Piedmont Valley Road, in Stewart, N.S., at mileage 61.94 Hopewell Subd.

- R-2486 June 3 – Approving changes to the automatic protection at the crossing of the C.P.R. and Beaubien Street, in Montreal, P.Q., at mileage 5.42 Park Avenue Subd.
- R-2487 June 3 – Granting the Department of Health of the Province of Ontario leave to prosecute the C.N.R. for an alleged violation of General Order No. 0-26 of the Board of Transport Commissioners for Canada.
- R-2488 June 3 – Approving changes in the automatic protection at the crossing of the C.N.R. and Provincial Trunk Roads No. 5 and No. 10, in Dauphin, Man., at mileage 0.54 Togo Subd.
- R-2489 June 4 – Authorizing the C.N.R. to operate their engines, cars and trains over the subway structure carrying their tracks across and over Kipling Ave., in the Twp. of Etobicoke, Ont., at mileage 11.07 Weston Subd.
- R-2490 June 4 – Approving changes to the automatic protection at the crossing of the C.N.R. and Egerton St., in London, Ont., at mileage 31.03 Thorndale Subd.
- R-2491 June 4 – Approving changes to the automatic protection at the crossing of the C.N.R. and County Road No. 21, north of Longford, Ont., at mileage 95.20 Newmarket Subd.
- R-2492 June 4 – Authorizing the removal of the speed limitation at the crossing of the Algoma Central Railway and a public road, in Sault Ste Marie, Ont., at mileage 2.8 Soo Subd.
- R-2493 June 4 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, at mileage 1.22 Regina Terminal Subd., Sask.
- R-2494 June 4 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, at mileage 19.9 Tête Jaune Subd., B.C.
- R-2495 June 4 – Amending Order No. 108283 which authorized the Algoma Central and Hudson Bay Railway Co. to relocate the reflectorized signs from the crossing at mileage 3.31 Sault Ste. Marie Subd. to mileage 282.78 Northern Subd., in Ont.
- R-2496 June 4 – Authorizing the County of Strathcona No. 20 to widen the crossing of County Road No. 338N and the C.P.R., at mileage 90.6 Leduc Subd., Alta.
- R-2497 June 4 – Approving changes to the automatic protection at the crossing of the C.N.R. and Fraser's Mountain Road, in Academy, N.S., at mileage 45.78 Hopewell Subd.
- R-2498 June 4 – Authorizing the Twp. of Nepean to reconstruct Corkstown Road where it crosses the C.N.R., at mileage 17.43 Ottawa Subd., (formerly mileage 13.70 Beachburg Subd.), Ont., and upon com-

pletion requiring the Railways to install automatic protection at the crossing.

- R-2499 June 5 – Amending Order No. 110511 which authorized the B.C. Department of Highways to construct a subway across the C.P.R., at mileage 116.02 Boundary Subd., B.C.
- R-2500 June 5 – Approving changes in the automatic protection at the crossing of the C.N.R. and highway in West River, N.S., at mileage 20.61 Hopewell Subd.
- R-2501 June 5 – Approving changes in the automatic protection at the crossing of the C.N.R. and County Road No. 21, in Greenfield, Ont., at mileage 29.53 Alexandria Subd.
- R-2502 June 5 – Amending Order No. 122935 which required the C.N.R. to install automatic protection at the crossing of their railway and Arterial Road No. 11 in Tidehead, N.B., at mileage 0.09 St. Quentin Subd.
- R-2503 June 5 – Amending Order No. 122263 which required the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 3, in P.E.I., at mileage 22.16 Georgetown Subd.
- R-2504 June 5 – Exempting the C.P.R. from erecting and maintaining right of way fences on both sides of its Webbwood Subd., between mileages 1.59 and 2.78, in Ont.
- R-2505 June 5 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Laurentian Blvd., in St. Laurent, P.Q., at mileage 143.1 Joliette Subd.
- R-2506 June 5 – Approving Supplement No. 6 to Traffic Agreement between The Bell Telephone Company of Canada and the Algoma Central Telephone Company Ltd.
- R-2507 June 5 – Approving changes to the automatic protection at the crossing of the C.N.R. and the highway (Falconer Crossing), N.S., at mileage 36.10 Hopewell Subd.
- R-2508 June 5 – Exempting the Northern Alberta Railways Co., from erecting and maintaining right of way fences between certain mileages on its Peace River Subd., Alta.
- R-2509 June 6 – Approving tolls published in C.N.R. tariffs filed under section 3 of the M.F.R.A.
- R-2510 June 6 – Amending Order No. R-2274 which required the C.P.R. to install automatic protection at the crossing of its railway and Development Road No. 627, in the Twp. of Nassagaweya, Ont., at mileage 39.88 Guelph Subd.

- R-2511 June 6 – Approving the restricted clearances on the private siding serving Diamond National Corp. in the City of Brantford, Ont., off mileage 0.32 Burford Subd. C.N.R. provided signs indicating restricted clearances are erected.
- R-2512 June 7 – Authorizing the removal of the speed limitation at the crossing of a public road in North Battleford, Sask., and a spur leading from mileage 0.45 of the industrial track off mileage 81.72 of the Langham Subd. C.N.R.
- R-2513 June 7 – Granting leave to the C.P.R. to open for the carriage of traffic the industrial spur track serving piggy-back facilities commencing at mileage 3.33 Winchester Subd; and the west leg of the wye to the industrial spur track commencing at mileage 3.52 Winchester Subd., at Grovehill in the City of Lachine, P.Q.
- R-2514 June 7 – Amending Order No. R-1995 which approved the location of the proposed temporary anhydrous ammonia transfer facilities of A. & M. Soil Service at Carman, Man., near mileage 12.3 Carman Subd. C.P.R.
- R-2515 June 10 – Approving the restricted side clearances at the sand house building on the C.P.R. boiler shop track and the north shop track in Chapleau Yard, Town of Chapleau, Ont., opposite mileage 0.0 White River Subd., provided signs indicating less-than-standard clearances are erected.
- R-2516 June 10 – Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages on the north side of their Drumheller Subd., in Alta.
- R-2517 June 10 – Exempting the C.N.R. from erecting and maintaining right of way fences on the east side of their Stettler Subd., between mileages 37.6 and 39.5 in Alta.
- R-2518 June 10 – Authorizing the C.N.R. to make changes in the existing signalling in Zone 7, Montreal Terminals, Montreal, P.Q., and requiring that no northward engine or train from the coach yard shall exceed a speed of 15 miles per hour within 500 feet of the governing interlocking signal at the diamond crossing.
- R-2519 June 10 – Approving changes to the automatic protection at the crossing of the C.N.R. and Pierre Boucher Street in Boucherville, P.Q., at mileage 8.50 Sorel Subd.
- R-2520 June 10 – Approving changes to the automatic protection at the crossing of the C.N.R. and Front Street, in Sarnia, Ont., at mileage 2.01 Point Edward Spur.

- R-2521 June 10 – Approving changes to the automatic protection at the crossing of the C.P.R. and 11th Range Road, in Pointe du Lac, P.Q., at mileage 72.59 Trois Rivières Subd.
- R-2522 June 10 – Approving the proposed temporary anhydrous ammonia transfer facilities of Brockville Chemical Industries Ltd., at Cookstown, Ont., near mileage 68.42 Beeton Subd., C.N.R.
- R-2523 June 10 – Requiring the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Welland County Road No. 2, three miles east of Moulton, Ont., at mileage 29.87 Cayuga Subd., to another crossing at Durham Street, in Port Colborne, at mileage 0.06 of the Lead track off mileage 18.84 Dunnville Subd.
- R-2524 June 10 – Rescinding authority of Section 6 of Order No. 103950 which authorized the City of Guelph, Ont., to reconstruct the subway carrying Stevenson Street across and under the C.N.R. at mileage 47.93 Brampton Subd.
- R-2525 June 10 – Amending Order No. R-570 which authorized the Township of Onondaga to reconstruct the Old Onondaga Road where it crosses the C.N.R., in the County of Brant, Ont., at mileage 69.53 Dunnville Subd., and required the Railways to install automatic protection at the crossing.
- R-2526 June 10 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying Pleasant Street over their right of way and relocated track in the Town of North Sydney, N.S., at mileage 0.30 Wharf Spur.
- R-2527 June 10 – Amending Order No. 112675 which authorized the Corporation of the Twp. of Laird, Ont., to improve the crossing where the highway crosses the C.P.R. at mileage 112.15 Thessalon Subd.
- R-2528 June 10 – Requiring the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Innisfil Twp. Road, North of Lefroy, Ont., at mileage 52.82 Newmarket Subd., to another crossing at Charles Street in the Town of Port Colborne, at mileage 0.78 Elm Street Spur, off mileage 19.61 Dunnville Subd.
- R-2529 June 10 – Amending Order No. 122958 which required the C.N.R. to install automatic protection at the crossing of their railway and District Highway No. 524E at MacKay, Alta., at mileage 92.26 Edson Subd.
- R-2530 June 11 – Authorizing the Quebec Dept. of Roads to widen and improve 9th Concession Road where it crosses the C.P.R. in the Mun. of Ste Brigide d'Iberville, County of Iberville, P.Q., at mileage 10.57 Adirondack Subd.

- R-2531 June 12 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Broadview Subd., in Man.
- R-2532 June 12 – Requiring the C.P.R. to relocate the reflectorized signs from the crossing of its railway and the highway in Lundbreck, Alta., at mileage 72.72 Crowsnest Subd. to another crossing of a public road at mileage 65.81 Sterling Subd.,
- R-2533 June 12 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road at Guernsey, Sask., at mileage 44.6 Sutherland Subd.
- R-2534 June 12 – Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and Bruce County Road No. 3, one-half mile south of Paisley, Ont., at mileage 35.61 Southampton Subd., to another crossing at McCain Street, in Port Colborne, at mileage 0.75 Elm Street Spur off mileage 19.61 Dunnville Subd.
- R-2535 June 12 – Amending Order No. 123253 which required the C.N.R. to install automatic protection at the crossing of their railway and Dunn Road in the City of Fredericton, N.B., at mileage 68.37 Oromocto Subd., and the railway of the C.P.R. at mileage 20.69 Fredericton Subd.
- R-2536 June 12 – Approving Supplement No. 8 to Traffic Agreement between The Bell Telephone Company of Canada and The Horton and McNab Telephone Association Ltd.
- R-2537 June 12 – Amending Order No. 125255 which required the C.P.R. to install automatic protection at the crossing of its railway and Rivière Chicot Road North, in the Parish of St. Cuthbert, County of Berthier, P.Q., at mileage 47.29 Trois Rivières Subd.
- R-2538 June 12 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Highway No. 14, near Lanigan, Sask., at mileage 0.93 Prince Albert Subd.
- R-2539 June 12 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and St. Thomas Street, in Joliette, P.Q., at mileage 6.46 Gabriel Subd.
- R-2540 June 12 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-2541 June 12 – Approving the changes to the signals of the C.N.R. at Portage la Prairie, Man., between mileages 53.0 and 58.0 Rivers Subd.
- R-2542 June 12 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Convent Street, in Montreal, P.Q., at mileage 0.19 Bonaventure Spur-Montreal Subd.

- R-2543 June 12 – Approving Appendix “A” and Supplements Nos. 6 and 7 to Traffic Agreement between The Bell Telephone Company of Canada and Telephone Milot Inc.
- R-2544 June 12 – Approving Supplements Nos. 4 and 5 to Traffic Agreement between The Bell Telephone Company of Canada and Hurontario Telephones Ltd.
- R-2545 June 12 – Authorizing the C.P.R. to close the existing crossing of its railway and a public road between the SE1/4-9 and the SW1/4-10-36-4 W3M in the RM of Cory, Sask., at mileage 103.67 Sutherland Subd.
- R-2546 June 12 – Authorizing the Metropolitan Corp. of Greater Winnipeg to reconstruct Wilkes Ave. where it crosses the C.P.R. in Winnipeg, Man., at mileage 5.32 LaRiviere Subd.
- R-2547 June 12 – Approving the location of the proposed new 14' x 28' office building of Imperial Oil Ltd., at Bassano, Alta., near mileage 97.30 Brooks Subd. C.P.R.
- R-2548 June 12 – Approving Appendix “A” to Traffic Agreement between The Telephone Company of Canada and Syndicat de Telephone Paroisial de Villeroy.
- R-2549 June 12 – Authorizing the City of Ottawa to construct a pedestrian sidewalk across the joint track of the C.N.R. and C.P.R., at Walkley Road, at mileage 8.02 Ottawa Subd. Ont.
- R-2550 June 13 – Authorizing the City of Waterloo, Ont., to widen University Avenue where it crosses the C.N.R. at mileage 2.69 Waterloo Subd. (Elmira Branch) and requiring the C.N.R. to relocate the automatic protection to provide for the widened crossing.
- R-2551 June 13 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-2552 June 17 – Authorizing the Twp. of Haldimand, Ont., to construct a diversion road approximately 2.32 miles in length south of the C.N.R. and C.P.R., between Kenwin Park Road and Station Road and upon completion requiring both Railways to close the crossings at mileages 254.76, 255.28 and 256.05 Kingston Subd. (C.N.R.) and mileages 125.63, 126.15 and 126.93 Belleville Subd. (C.P.R.)
- R-2553 June 18 – Approving toll published in Tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- R-2554 June 18 – Approving tolls published in Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-2555 June 18 – Approving toll in Supplement No. 5 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.

- R-2556 June 18 – Approving tolls published in Tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- R-2557 June 18 – Approving tolls published in Tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- R-2558 June 18 – Approving tolls published in Tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- R-2559 June 18 – Approving tolls published in Supplement No. 4 to Agreed Charge Tariff filed by the Canadian Freight Assoc. under sections 3 and 8 of the M.F.R.A. (C.P.R. and D.A.R.)
- R-2560 June 18 – Approving revisions to tariffs filed by the British Columbia Telephone Co.
- R-2561 June 18 – Authorizing the Borough of Etobicoke to construct a subway carrying 30th Street under the C.N.R., at mileage 8.76 Oakville Subd., eliminating an existing level crossing; to construct a temporary pedestrian level and undercrossing of the Railways; authorizing the Railways to close the existing crossing and to construct a temporary diversion of their track across 30th Street; upon completion of the subway requiring the Railways to close the pedestrian crossing, to remove the diversion and to place their tracks on the subway; and requiring the Borough to remove the temporary undercrossing.
- R-2562 June 18 – Authorizing the Quebec Department of Roads to construct the Cowansville By-pass road across the C.P.R., at mileage 8.84 Newport Subd., in the Town of Cowansville, P.Q., and upon completion requiring the Railway to install automatic protection at the said crossing.
- R-2563 June 18 – Authorizing the N.S. Department of Highways to construct overhead bridge No. 7 to carry Windsor By-Pass Highway across the Dominion Atlantic Rly. near Windsor, N.S., at mileage 0.68 Truro Subd., eliminating an existing level crossing at mileage 0.64 and upon completion requiring the Railway to close the existing crossing.
- R-2564 June 18 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Middlesex County Road No. 24, south of Centralia, Ont., at mileage 17.51 Exeter Subd.
- R-2565 June 18 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, east of Brantford, Ont., at mileage 17.39 Dundas Subd.
- R-2566 June 19 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Queen Street in the City of Edmundston, N.B., at mileage 81.8 Temiscouata Subd.

- R-2567 June 19 – Authorizing the Quebec Department of Roads to realign Theriault Road where it crosses the C.N.R. at mileage 87.25 Cascapedia Subd., in the Mun. of Bonaventure, P.Q., and upon completion requiring the Railways to install automatic protection at the said crossing.
- R-2568 June 19 – Approving the proposed temporary anhydrous ammonia transfer facilities of A. & M. Soil Service at Graham Siding, Man., near mileage 20.3 Carman Subd. C.P.R.
- R-2569 June 19 – Amending Order No. 73643 by requiring that no passenger train movements over the Diamond crossing at the interlocking of the C.P.R. and the C.N.R. at mileage 98.3 Drummondville Subd., at Drummondville, P.Q., shall exceed a speed of fifty miles per hour.
- R-2570 June 19 – Declaring the crossing of the C.N.R. and a public road between Con. 6 and 7, in the Twp. of Calder, District of Cochrane, Ont., at mileage 14.57 Kapuskasing Subd., a public crossing and authorizing the Ont. Department of Highways to widen the said crossing.
- R-2571 June 19 – Authorizing the Twp. of Pickering to reconstruct Town Line Road where it crosses the C.P.R., between the Borough of Scarborough and the Twp. of Pickering, Ont., at mileage 191.92 Belleville Subd., and upon completion requiring the Railway to install automatic protection at the said crossing.
- R-2572 June 19 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Second Street North in Three Hills, Alta., at mileage 60.16 Three Hills Subd.
- R-2573 June 19 – Requiring both the C.P.R. and the C.N.R. to install automatic protection at the crossing of their railways and Brook Road North, in the Twp. of Hamilton, Ont., at mileage 133.79 Belleville Subd., C.P.R. and mileage 262.91 Kingston Subd. C.N.R.
- R-2574 June 19 – Authorizing the Quebec Department of Roads to widen River Road where it crosses the C.P.R. in the Mun. of the Parish of l'Epiphanie, P.Q., at mileage 24.07 Trois-Rivieres Subd., and requiring the Railway to relocate the existing automatic protection to provide for the widened crossing.
- R-2575 June 19 – Approving the location of the proposed temporary crude petroleum transfer facilities of Gibson Petroleum Co. Ltd., at Greencourt, Alta., at mileage 79.8 Saugudo Subd., C.N.R.
- R-2576 June 19 – Approving changes in the automatic protection at the crossing of the C.N.R. and Pointe Bleue Road, in the Parish of Roberval, P.Q., at mileage 13.33 Roberval Subd.

- R-2577 June 19 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Highway No. 11A, in the City of Laval, P.Q., at mileage 16.43 Park Avenue Subd.
- R-2578 June 19 — Amending Order No. R-2283 which required the C.N.R. to relocate the reflectorized signs from the crossing of their railway at mileage 27.95 Kensington Subd., to another crossing at mileage 8.18 Inverness Subd., N.S.
- R-2579 June 19 — Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Agricultural Chemicals Ltd., at Ruscomb, Ont., near mileage 200.8 Canada Subd., Penn Central Company.
- R-2580 June 19 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and District Highway No. 727K near Villeneuve, in the M.D. of Sturgeon No. 90, Alta., at mileage 10.57 Sangudo Subd.
- R-2581 June 19 — Requiring the Grand Fall Central Rly. Co. to install automatic protection at the crossing of its railway and Highway No. 42 in Botwood, Nfld., at mileage 21.05 Main Line Subd.
- R-2582 June 19 — Approving changes to the automatic protection at the crossing of the C.N.R. and Sunny Brae Road, in Eureka, N.S., at mileage 36.34 Hopewell Subd.
- R-2583 June 19 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Boundary Road between the Twps. of Hope and Clarke, Ont., at mileage 278.54 Kingston Subd.
- R-2584 June 19 — Approving revisions to tariffs filed by The Bell Telephone Co. of Canada.
- R-2585 June 19 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Highway 579S, in the M.D. of Stony Plain No. 84, Alta., at mileage 8.52 Edson Subd., and to relocate the existing reflectorized signs to another crossing of a public road at mileage 59.46 Dodsland Subd., Sask.
- R-2586 June 19 — Amending Order No. 121122 which required the C.N.R. to install automatic protection at the crossing of their railway and the highway, being the first public crossing east of Marengo Station, in the R.M. of Milton No. 292, Sask., at mileage 30.64 Oyen Subd.
- R-2587 June 19 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and La Promenade Street (formerly De Boulogne Avenue), in the City of Ste. Foy, P.Q., at mileage 0.46 Champlain Subd.

- R-2588 June 19 – Requiring the C.P.R. to relocate the existing reflectorized signs from the crossing of its railway and Highway No. 12, near Altario, Alta., at mileage 53.34 Coronation Subd., to another crossing of a public road, at mileage 0.18 South Industrial Lead off mileage 69.88 Wetaskiwin Subd.
- R-2589 June 19 – Approving the location of the proposed diesel fuel bulk storage and transfer facilities of the C.N.R. at Toronto, Ont., near mileage 23.7 York Subd.
- R-2590 June 19 – Approving the location of the proposed new 14' x 28' office building and existing tank truck transfer facilities of Imperial Oil Ltd., at Canora, Sask., near mileage 24.0 Margo Subd. C.N.R.
- R-2591 June 19 – Approving the location of the proposed new 14' x 28' office building of Imperial Oil Ltd., at Wadena, Sask., near mileage 86.70 Margo Subd. C.N.R.
- R-2592 June 19 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Victoria Street, in New Glasgow, N.S., at mileage 42.7 Hopewell Subd.
- R-2593 June 19 – Amending Order No. R-1285 by requiring the C.P.R. to install automatic protection at the crossing of its railway and Sapiniere Road in the Mun. of the Village of Val-David, County of Terrebonne, P.Q., at mileage 39.74 Ste. Agathe Subd.
- R-2594 June 19 – Requiring the Toronto, Hamilton & Buffalo Rly. Co. to make alterations to the automatic protection at the crossing of its railway and Maplewood Avenue, in the City of Hamilton, Ont., at mileage 0.38 Hamilton Belt Line.
- R-2595 June 19 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Jones Side Road, in London, Ont., at mileage 34.29 Grimsby Subd.
- R-2596 June 19 – Authorizing payment from The Railway Grade Crossing Fund towards the cost of placing reflecting markings on the sides of railway cars of the Canadian General Transit Co. Ltd.
- R-2597 June 19 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road in Ont., at mileage 2.63 Teeswater Subd.
- R-2598 June 19 – Amending Order No. R-718 which authorized the City of Port Moody, B.C., to construct an overhead bridge carrying Moody Street across and over the C.P.R., at mileage 115.65 Cascade Subd.
- R-2599 June 20 – Authorizing the Quebec Department of Roads to widen and improve First Concession Road where it crosses the C.N.R., in the Mun. of the Parish of Notre-Dame du Mont Carmel, County of St. Jean, P.Q., at mileage 25.38 Swanton Subd.

- R-2600 June 20 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Regent Street, in the City of Fredericton, N.B., at mileage 21.90 Fredericton Subd.
- R-2601 June 20 — Requiring the Toronto, Hamilton & Buffalo Rly. Co. to improve the automatic protection at the crossing of its railway and Cumberland Ave., Hamilton, Ont., mile 0.19 Hamilton Belt Line.
- R-2602 June 20 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Fitzroy Street, in the City of Charlottetown, P.E.I., at mileage 0.54 Borden Subd.
- R-2603 June 20 — Requiring the C.N.R. to make improvements to the automatic protection at the crossings of their railway and Woodward and Parkdale Aves., in the City of Hamilton, Ont., at mileages 39.04 and 39.50 respectively, Grimsby Subd.
- R-2604 June 20 — Authorizing the City of Edmonton, Alta., to reconstruct 50th Street where it crosses the C.P.R., at mileage 169.70 Willingdon Subd., and upon completion requiring the C.P.R. to install automatic protection at the said crossing.
- R-2605 June 20 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Marcil Road, in the Parish of Ste-Clotilde, P.Q., at mileage 18.59 Valleyfield Subd.
- R-2606 June 20 — Repealing authority of Order No. 116161 which approved the location of the proposed flammable liquid bulk storage facilities at Roblin, Man., at mileage 62.6 Togo Subd. C.N.R.
- R-2607 June 20 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Little Harbour Road, in New Glasgow, N.S., at mileage 44.55 Hopewell Subd.
- R-2608 June 20 — Amending Order No. R-2494 which authorized the removal of the speed limitation at the crossing of the C.N.R. and a public road in B.C., at mileage 19.9 Tête Jaune Subd.
- R-2609 June 20 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road at Guelph, Ont., at mileage 32.82 Goderich Subd.
- R-2610 June 20 — Requiring the C.N.R. to install automatic protection in lieu of the existing protection at the crossing of their railway and Longworth Avenue, in Charlottetown, P.E.I., at mileage 0.82 Borden Subd.
- R-2611 June 20 — Amending Order No. R-1253 which authorized the C.P.R. to construct and maintain a branch line across Municipal Roads at mileages 1.70 and 9.56, between the NW1/4-23 and SW1/4-26-16-31 WPM, and between NE1/4-20 and the SE1/4-29-17-30 WPM, Sask., respectively.

- R-2612 June 20 — Rescinding authority of Order No. 93769 which approved the location of the proposed facilities for the handling and storage of Class I and Class II flammable liquids of Corning Co-Operative Assoc. Ltd., at Corning, Sask., mileage 14.4 Corning Subd. C.N.R.
- R-2613 June 20 — Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages on their Oyen Subd., in Alta., and Sask.
- R-2614 June 20 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Boundary Road between the Twps. of Hope and Clarke, Ont., at mileage 149.83 Belleville Subd.
- R-2615 June 20 — Approving changes in the automatic protection at the crossing of the C.N.R. and Menard Street, in the Town of Roberval, P.Q., at mileage 12.90 Roberval Subd.
- R-2616 June 20 — Authorizing the Twp. of Southwold to reconstruct the Twp. Road where it crosses the C.N.R., between Lot 40 and Lot C, south side of the north branch of Talbot Road in the County of Elgin, Ont., at mileage 2.83 Chatham Subd.
- R-2617 June 20 — Requiring the C.N.R. to relocate the existing reflectorized signs at the crossing of their railway and Kenwin Park Road, in the Twp. of Haldimand, Ont., at mileage 253.98 Kingston Subd., to another crossing of a public road at mileage 7.24 Marmora Subd.
- R-2618 June 20 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in Galt, Ont., at mileage 15.02 Fergus Subd.
- R-2619 June 20 — Requiring that the cost of maintenance and operation of the automatic protection at the crossing of the C.N.R. and Roberval Street in Roberval, P.Q., at mileage 12.16 Roberval Subd., be paid 50% by the City of Roberval.
- R-2620 June 20 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road 1.38 miles west of New Hamburg, Ont., at mileage 76.38 Guelph Subd.
- R-2621 June 20 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 2 at mileage 267.53 Bishop's Falls Subd., and at the crossing of the Grand Falls Central Rly. and Highway No. 2 at mileage 9.1 Grand Falls Subd., both in the Town of Bishop's Falls, Nfld.

PAMPHLET NO. 14

JULY 1968

Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

IN THE MATTER OF the application of the Canadian National Railways under Section 314 I of The Railway Act, for authority to discontinue passenger train service between St. John's and Port aux Basques, Province of Newfoundland, presently being provided by Train Nos. 101 and 102 and coach service on Mixed Train Nos. 203 and 204 and substituting therefor a bus operation between St. John's and Port aux Basques.

File No. 27563,488

July 3, 1968

BEFORE:

D.H. JONES,
JOHN M. WOODARD,
W.R. IRWIN,

Chairman.
Commissioner.
Commissioner.

APPEARANCES:

H.J.G. Pye
and
J.L. BREAN
HON. T.A. HICKMAN, Q.C.,

for Canadian National Railways.

RICHARD CASHIN, M.P.,

*Attorney General for the Province
of Newfoundland.
St. John's West, representing Newfoundland
Federal Members of Parliament.*

DON JAMIESON, M.P.,
A.J. MURPHY, M.H.A.,

*Burin-Burgeo.
St. John's Centre, representing Official
Opposition of Newfoundland.*

H.A. COLLINS, M.H.A.,
GERALD F. LANG,
E.E. THOMS,

*Gander.
for St. John's Municipal Council,
General Chairman, Brotherhood of Railway,
Airline and Steamship Clerks, Freight
Handlers, Express and Station Employees.
representing Railway Union Labour
Council and Deer Lake Chamber of
Commerce.*

F.A. LUSH,

58 R.T.C.

W.H. BUTT,	<i>representing Newfoundland Legislative Committee, International Railway Brotherhood.</i>
F.W. DICK,	<i>representing Brotherhood of Locomotive Firemen and Enginemen.</i>
C.D. COOK,	<i>representing Brotherhood of Railway Trainmen.</i>
A.W. LEBLANC,	<i>representing Brotherhood of Railway Carmen of America.</i>
JAMES O'DEA,	<i>representing Sheet Metal Workers International Union, Local No. 552.</i>

Heard at St. John's, Newfoundland, December 11, 12 and 13, 1967.

BY THE RAILWAY TRANSPORT COMMITTEE

JUDGMENT

WOODARD, C.:

On September 29, 1967, the Canadian National Railways, hereinafter referred to as the "Railway" filed with the Railway Transport Committee of the Canadian Transport Commission, an application for leave to discontinue its passenger Trains Nos. 101 and 102 and the coach service being provided on mixed Trains Nos. 203 and 204, both services operating between St. John's and Port aux Basques, in the Province of Newfoundland, and the substitution therefor of a highway bus service between the same points over the Trans Canada Highway. This application was filed under the provisions of Section 314 I of The Railway Act.

At the time of filing of the application, regulations for applications of this type, as contemplated by Section 314 I, had not been promulgated. The Railway Transport Committee, which I will refer to hereafter as the "Committee", issued, under date of November 6th, 1967, Order R-507, which set forth regulations applicable only to this case, to be complied with by the Railway. On the basis of our analysis of revenue and cost data supplied by the Railway, the Committee found, and so declared in its Order R-507, that the loss sustained by the Railway in the operation of these trains in the year 1966, was \$918,000, and set the matter down for a hearing in the Department of Labour Hearing Room, 5th Floor Confederation Building, St. John's, Newfoundland, to begin at 10.00 A.M. local time, December 11th, 1967.

At the outset of the hearing, Mr. Esau Thoms, General Chairman, Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees, asked the Committee to consider a six-months' suspension of the hearing, on the grounds that he had not received a copy of the Railway's application in sufficient time to prepare a proper case. After giving due consideration to Mr. Thoms' request, as enlarged upon in his argument, we came to the decision that the hearing should continue.

Description of Railway Line and Present Passenger Services:

Under the Terms of Union of Newfoundland with Canada, as approved by Chapter 1 of the Statutes of Canada, 1949, and by virtue of Order in Council P.C. 1454, dated April 1st, 1949, the Newfoundland Railway System was entrusted to Canadian National for management and operation. The said railway system was (and still is) a narrow gauge railway (three feet, six-inch gauge), with many steep grades and severe curves along the 547 miles which make up the main line between St. John's and Port aux Basques.

Evidence was adduced by the Railway that, since Confederation, it had spent 30 million dollars on main line capital improvements, including such items as large-scale rail and tie renewals, bridge strengthening, ballasting, etc. No attempt had been made to improve the right of way by elimination of curves or grades, or by conversion to standard gauge, as studies had proven that the cost of such projects would be prohibitive. These studies estimated a cost of 225 million dollars to convert to standard gauge and re-align the more severe curves and grades, and a cost of 140 million dollars for re-alignment and grading, while still maintaining the narrow gauge.

It was also stated that since 1949, the Railway had purchased 48 pieces of passenger equipment at a cost of 4 million dollars, and also upgraded some 16 units of steel equipment from the pre-Confederation fleet, and also completely dieselized both freight and passenger services. None of the coaches, sleepers or diners, are air-conditioned, and because of the narrow gauge track and curvature, are of necessity, built on a smaller scale than is the standard equipment used on the mainland.

The curvature and grades on the line also have a bearing on the time required for Trains 101 and 102 to make the journey between St. John's and Port aux Basques, and still make the stops necessary for the handling of local traffic. Train 101, from St. John's to Port aux Basques, requires 21 hours and 35 minutes to complete the 547-mile trip, while Train 102 in the reverse direction requires 22 hours. The mixed trains, Nos. 203 and 204, require approximately 30 hours in each direction.

The normal consist of Trains 101 and 102 is two diesel units, a steam generator car, baggage car, lounge car, three coaches, one dining car, two sleepers and a sleeping car for the diner crew. Should business warrant, additional coaches and sleepers are added. The current schedules provide for three trips per week in each direction although during the summer months this service is augmented to a daily service to accommodate heavier traffic. Trains 203 and 204 handle only two coaches on the rear of a freight train and operate only one day a week in each direction September 24 to December 31, two days a week January 1 to June 4, and no service June 5 to September 23.

It was the evidence of the Railway that passenger carryings had fallen off gradually since 1960, and that there had been a very great drop since 1965. The year 1965 marked the completion of the Trans Canada Highway.

The completion of the highway link between Port aux Basques and St. John's resulted in a very noticeable shift from rail travel to travel by private automobile, and in

an attempt to re-attract this passenger business, and to better serve passengers who continue to use commercial transport, the Railway had decided to apply to the Committee for permission to discontinue its slow conventional rail passenger service and substitute therefor a fast comfortable bus service operating over the highway.

Description of Proposed Bus Service:

It is the Railway's intention, should the application be granted, to purchase a total fleet of 16 buses, 11 of which would handle summer operations and 10 of which would handle the winter operations. The balance of the fleet would be used for standby or overflow service.

Each bus would seat 39 passengers, be airconditioned and equipped with a lavatory, and the operator would have at his station a mobile radio-telephone with which he could contact strategically-located dispatchers in the event of breakdown or delays. Each bus would have approximately 200 cubic feet of space for hand luggage.

The bus schedules would consist of daily express runs over the full distance between Port aux Basques and St. John's in both directions, local runs over the same area, and intermediate local runs between specific points. The proposed express schedule over the whole route would entail travelling time of about 13 hours and 15 minutes and the local schedule would take about 15 hours and 25 minutes. For ready reference I reproduce hereunder the proposed summer and winter schedules as contained in Exhibit 9, filed by the Railway.

CANADIAN NATIONAL RAILWAYS
ATLANTIC REGION
PROPOSED PASSENGER SERVICE DISCONTINUANCE
PASSENGER TRAINS NOS. 101 AND 102
COACH SERVICE ON MIXED TRAINS NOS. 203 AND 204
BETWEEN ST. JOHN'S AND PORT AUX BASQUES
STATEMENT NO. _____
PROPOSED WINTER BUS SERVICE
SUBJECT TO PATRONAGE DEMAND

11	5	9	7	15	1	Miles		Miles	2	6	8	12	10	
Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	
5' 10"	13' 25"	5' 30"	11' 00"	4' 00"	15' 25"				15' 25"	13' 25"	11' 00"	9' 55"	5' 30"	
	0920	1830	1330		0730	0	Lv St. Johns	Ar	568	2325	2215	1900		1300
		F			F		Holyrood Jct			F	↑			F
		F			F		Avondale Jct			F				F
		F			F		Junction 65			F				F
		S	S		S		Whitbourne			S		S		S
		F			F		Long Harbour Jct			F				F
		F			F		Tickle Harbour Jct			F				F
		F			F		Arnolds Cove Jct			F				F
		F			F		Come-by-Chance Jct			F				F
		S	S		S		Goobies Jct			S		S		S
		S	S		S	116	Clarenville		452	S		S		S
		S	S		S		Port Blandford Jct			S		S		S
		F	S		F		Terra Nova Jct			F				F
		S			S		Alex Bay Glovertown Jct			S		S		S
		S	S		S		Gambo			S		S		S
	*1335	2400	*1845		1300	208	Ar Gander	Lv	360	1755	1800	1345		0730
0830	1420		1930		1315		Lv Gander	Ar		1740	*1715	*1300	0030	
F					F		Glenwood			F				F
S	CS		S		S		Lewisporte Jct			S	CS	S		S
F					F		Norris Arm			F				F
S	CS		S		S		Bishop Falls			S	CS	S		S
S	CS		S		S	264	Grand Falls		302	S	CS	S		S
S	CS		S		S		Badger			S	CS	S		S
F					F		South Brock			F				F
S	CS		S		S		Springdale Jct.			S	CS	S		S
F					F		Baie Verte Jct			F				F
F					F		Hampden Jct			F				F
S	CS		S		S		Deer Lake			S	CS	S		S
F					F		Pasadena			F				F
1340	*1910		0030		1840	430	Ar Corner Brook	Lv	138	1215	1225	0800	1920	
	1955			0730	1855		Lv Corner Brook	Ar		1200	*1140		*1835	
				F	F		Spruce Brook Jct			F	↑			F
				S	S		Stephenville Crossing			S				S
				S	S		St. George's Jct			S				S
				F	F		Flat Bay Jct			F				F
				S	S		Robinsons Jct			S				S
				S	S		St. Fintan's Jct			S				S
				F	F		South Branch			F				F
				S	S		Doyle's			S				S
				F	F		Tompkins			F				F
				F	F		Cape Ray			F				F
	2245			1130	2255	568	Ar Port-aux-Basques	Lv	0	0800	0850		1435	
		FERRY SERVICE									FERRY SERVICE			
	2330						Lv Port-aux-Basques	Ar		0655				
	0655						Ar North Sydney	Lv		2355				
* - Meal Stop F - Flag Stop S - Regular Stop CS - Conditional Stop														

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CANADIAN NATIONAL RAILWAYS

EXHIBIT NO. 9

ATLANTIC REGION

PROPOSED PASSENGER SERVICE DISCONTINUANCE

PASSENGER TRAINS NOS. 101 AND 102

COACH SERVICE ON MIXED TRAINS NOS. 203 AND 204

BETWEEN ST. JOHN'S AND PORT AUX BASQUES

STATEMENT NO.

PROPOSED SUMMER BUS SERVICE

SUBJECT TO PATRONAGE DEMAND

15	11	9	7	5	3	1	Miles		Miles	2	4	6	8	10	12
Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily
4'00"	5' 10"	5' 30"	11' 00"	13' 25"	13' 15"	15' 25"				15' 25"	14' 05"	13' 25"	11' 00"	5' 30"	9' 55"
		1830	1330	0920	0830	0730	0	Lv St. John's	Ar	568	2325	2150	2215	1900	1300
		F				F		Holyrood Jct			F		↑		F
		F				F		Avondale Jct			F				F
		F				F		Junction 65			F				F
		S	S			S		Whitbourne			S	S		S	S
		F				F		Long Harbour Jct			F				F
		F				F		Tickle Harbour Jct			F				F
		F				F		Arnold's Cove Jct			F				F
		F				F		Come-by Chance Jct			F				F
		S	S			S		Goobies Jct			S	S		S	S
		S	S			S		Clareville Lv			S	1920		S	S
		S	S			S		Clareville Ar	452		S	*1835		S	S
		S	S			S		Port Blandford Jct			S			S	S
		F				F		Terra Nova Jct			F				F
		S	S			S		Alex. Bay			S	S		S	S
		S	S			S		Glovertown Jct			S	S		S	S
		S	S			S		Gambo			S			S	S
		2400	*1845	*1335	*1245	1300	208	Ar Gander	Lv	360	1755	1620	1800	1345	0730
	0830	1930	1420	1330	1315			Lv Gander	Ar		1740	1605	*1715	*1300	0030
	F					F		Glenwood			F		↑		F
	S		S	CS		S		Lewisport Jct			S		CS	S	S
	F					F		Norris Arm			F				F
	S		S	CS		S		Bishop Falls			S		CS	S	S
	S		S	CS		S		Grand Falls	302		S		CS	S	S
	S		S	CS		S		Badger			S		CS	S	S
	F					F		South Brook			F				F
	S		S	CS		S		Springdale Jct.			S		CS	S	S
	F					F		Baie Verte Jct.			F				F
	F					F		Hampden Jct.			F				F
	S		S	CS		S		Deer Lake			S	1200		S	S
	F					F		Pasadena			F	*1115	CS		F
	1340		0030	*1910	*1810	1840	430	Ar Corner Brook Lv		138	1215		1225	0800	1920
				1955	1855	1855		Lv Corner Brook Ar			1200		*1140		*1835
	F					F		Spruce Bk Jct			F				F
	S					S		Stephenville Xing			S				S
	S					S		St. George's Jct			S				S
	F					F		Flat Bay Jct			F				F
	S					S		Robinsons Jct			S				S
	S					S		St. Fintan's Jct			S				S
	F					F		South Branch			F				F
	S					S		Doyle's			S				S
	F					F		Tomkins			F				F
	F					F		Cape Ray			F				F
	1130			2245	2145	2255	568	Ar. Port-aux-Bas. Lv	0		0800	0745	0850		1435
		FERRY SERVICE											FERRY SERVICE		
	1155				2330			Lv Port-aux-Bas. Ar				0655		1600	
	1755				0655			Ar North Sydney LV				2355		1000	

*—Meal Stop

F—Flag Stop

S—Regular Stop

CS—Conditional Stop

The Railway intends to apply the same Red White and Blue fare system on its buses as is now in effect on the railway service, and would in addition, inaugurate a no-charge reservation system which would allow a check on passenger requirements. Main bus terminals would be set up in the existing passenger terminals at St. John's and Port aux Basques, and where possible, existing railway stations would be used as intermediate terminals. Where this is not possible, due to their distance from the highway, arrangements would be made to use service stations, hotels or restaurants as bus stops along the route. It is the intention to make available to the travelling public at most boarding points, information as to the on-time performance of the buses, delays, etc.

Originally, and as outlined at the hearing the Railway felt that it would be necessary to set up shelters at 14 locations where other facilities are not available. After a later review in January 1968, the Railway advised the Committee that a number of required shelters could be eliminated by the use of other facilities such as existing railway stations, tours village accommodation, restaurants or service stations. This proposal would result in a maximum of five shelters being required, which would be heated and lighted, with a caretaker in charge to keep them clean and to provide snow clearing when necessary.

The Trans Canada Highway follows the railway line very closely throughout the whole route with the exception of a portion between the villages of Badger and Deer Lake. Because communities in this area would be virtually isolated from passenger service, should a bus operation be introduced, the Railway proposes to operate a daily coach service on its express train between Bishop's Falls and Corner Brook in both directions, which would give residents of the area a rail link with the bus operation. In addition, to dispel the fears of the people of Newfoundland arising out of the belief that a bus operation cannot be run successfully in the winter months the Railway proposes to operate a coach service on Trains 203 and 204, two trips a week in each direction over the whole line, between December 1968 and May 1, 1969, said service to be discontinued on May 1, 1969.

It would not be the intention of the Railway to set up any type of feeder services to the proposed bus operation. In its opinion such feeder services now exist in the form of local bus and taxi operations in most communities that are to be served, augmenting the use of the private automobile.

Opposition to the Application:

The position of the Province of Newfoundland, as stated by the Honourable T. A. Hickman, Q.C., Minister of Justice, Province of Newfoundland, was to the effect that any alternative service inaugurated by the Railway should be one that would properly discharge its responsibilities, or those of Canada, to the people of Newfoundland, as contemplated by the Terms of Confederation of 1949. Mr. Hickman stated that a trial period should be considered to prove that a bus service could be, not only equal, but superior to the present train service. It was his suggestion that between the time of

inauguration of the bus service and the fall of 1970, the Railway should maintain at the same time a scheduled train-passenger service. This, in his opinion, would afford the opportunity to gain the required information and experience related to a regularly scheduled trans-Island bus service, to determine its worth in comparison to a rail operation, and the extent of its acceptability by the travelling public. In short, the Province of Newfoundland feels that it should not be required to accept a "Pig in a Poke", to use Mr. Hickman's expression, but would be prepared to accept an alternative to the present rail passenger service once it had proven to be properly operable in all seasons of the year.

Mr. Richard Cashin, Member of Parliament for St. John's West, and representing the Members of Parliament from Newfoundland, was of the same view as Mr. Hickman that the responsibility rests with the Railway to demonstrate by experience, rather than in opinion, that a bus service is workable and a definite improvement over the existing passenger train service. He thought this could only be accomplished by operating the two services concurrently until sufficient time had elapsed to prove the merits of one over the other and the public acceptance of the new service. Mr. Cashin was also of the opinion that the Railway should conduct studies into the feasibility of a Dayliner or R.D.C. operation rather than the proposed bus operation.

In response to a request from the Committee, the Railway has since furnished information as to the revenues and costs that would accrue should a Railiner operation be instituted.

Having assessed this information, it appears that the large capital outlay required for the purchase of rail diesel cars would, of itself, ensure substantial annual losses for this service, that the prospective patronage of the service would be considerably smaller than the prospective patronage of the proposed bus service and that fewer places and a smaller population would have immediate access to such rail passenger service than to the proposed bus service.

The Committee is therefore unable to accept the suggestion of Mr. Cashin that the substitution of R.D.C. operation might be preferable to the proposed bus service.

Evidence was adduced by the Railway that 129 full-time employees would be affected, should the application be granted. This effect on employees was strongly attacked by Mr. Thoms and by other Railway Labour leaders at the hearing. The breakdown of employees was 65 equipment department, 38 sleeping and dining car department, 24 running trades and 2 stores department employees. These employees only hold seniority on the Newfoundland Area of the Canadian National, and although some employees affected may be able to retain employment by the exercise of seniority, it still results in 129 Railway employees being forced out of work either directly or indirectly due to the passenger train discontinuance. The Railway answered the strong protests of the Unions by stating that the company policy of preference of employment, on-the-job training, and normal attrition due to deaths and retirements would help to a considerable degree in alleviating the effect of the passenger train discontinuance. In addition, it was

pointed out that a recent Railway-Union job security benefit plan would benefit some employees in the non-operating groups. This agreement takes the form of supplemental unemployment insurance payments, severance pay, relocation allowances, retraining and such other measures as may be appropriate in particular circumstances. These benefits would be available in some degree to 105 of the 129 employees.

It is estimated that the bus service would create 57 positions and it is the Railway's hope that most of these positions could be properly filled from its existing labour pool, not necessarily from the employees affected by the change, but at least from the Railway, leaving these employees' former positions available to some of those displaced by the discontinuance of the rail service.

While no evidence or vocal opposition was introduced by the municipalities and towns along the line, there are on file with the Committee, a large number of briefs which had been received prior to, and during hearing. As the general tenor of the briefs is similar to the opposition raised at the hearing, I will not deal with them separately, other than to say that they have been considered, and add considerable weight to the oral opposition presented at the hearing. To sum up in a few words the feeling expressed in these briefs, it would seem to be, "Do not treat us, the people of Newfoundland, as second-class citizens of Canada, by forcing upon us a second-class system of passenger service. We, as the youngest Province in the Confederation, are entitled to treatment equal to that given to the other provinces."

Summary:

Having heard the evidence given both in support of, and in opposition to the Railway's application, and having given consideration to it and to the contents of briefs filed with the Committee, we must now come to a decision which we feel is fair and just.

The Railway, on the one hand, is at present operating a passenger service which is showing a continuing decline in patronage. This decline is due partly to competition from other forms of travel, and partly to the inescapable fact that the railway plant does not lend itself, without the expenditure of huge sums of money, to better schedules and other amenities that might bring back the patronage that the service once enjoyed when it was a virtual monopoly.

In an attempt to regain the passenger business the Railway is prepared to enter a new field of passenger service, a highway bus operation, to replace the existing railway passenger service. For this bus operation, it intends to purchase and utilize a fleet of modern airconditioned buses, combining the ultimate in highway coach travel with greatly accelerated schedules and more frequent express and local services to serve the needs of the travelling public.

On the other hand, those in opposition to the Railway's proposal expressed very strong doubts that a highway bus operation could be maintained under the extreme weather conditions that are experienced in Newfoundland during some periods of the

year. While admitting that interruptions in rail service occurred during times of fog or winter storms, they were of the opinion that such conditions would have an even more serious effect on highway bus schedules. It was for this reason that they advocated a trial period of bus operation prior to any discontinuance of the existing rail service.

The second major point raised in opposition was the effect that the change from rail to bus passenger service would have on the railway personnel employed in the operation of the present service. One hundred and twenty-nine employees will be affected, either directly or indirectly, and this, in the opinion of those opposed, is a matter of public interest which should be considered by the Committee. This opinion was reiterated and supported by Members of the House of Assembly in final argument and in a large number of briefs on file from municipalities, Boards of Trade, Chambers of Commerce, and other interested parties.

Conclusions:

I have reached the conclusion that the Railway should be given some form of relief from its present situation, that is, the operation of a passenger service which is the best rail service possible, considering the condition of the existing rail plant, but which, for various reasons is showing a continuing decline in patronage and has shown a loss of over \$900,000 in the year 1966.

The institution of a highway bus service would, in our opinion, reduce this loss by a considerable amount, while at the same time providing more convenient, faster schedules for the travelling public, and perhaps providing the Railway with a means of regaining the patronage it has lost over the past years.

We are aware of the effect this move will have on railway employees. However, we feel confident that the recent Railway-Union Agreements covering technological and organizational changes will be of considerable benefit in softening the impact of a change such as the one here proposed. We feel that the new service proposed by the Railway would be an improvement over the existing service and therefore of benefit to all the people of Newfoundland, even though it would have unfortunate effects on the jobs of some railway personnel.

We also share the concern of the people of Newfoundland as to whether the service as here proposed will be as efficient as is expected in all the extremes of weather experienced in the Province. Until the service has proven itself to be efficient, we feel that the decision of this Committee should provide for safeguards to protect the travelling public from the possibility of any breakdown in passenger service.

I would accordingly grant the application of the Canadian National to discontinue the railway passenger services provided by Trains 101 and 102 and coach service provided on mixed Trains Nos. 203 and 204, and to substitute therefor a bus service over the Trans Canada Highway between St. John's and Port aux Basques, on schedules comparable to those suggested in their presentation to the Committee. In my opinion, the granting of

the application must be subject to the conditions set forth in the reasons for Judgment of the Chairman of the Committee, and may only take effect as and when he has directed.

July 3, 1968.

(Signed) J. M. WOODARD

I CONCUR: (SGD) D.H. Jones

I CONCUR: (SGD) W.R. Irwin

JONES, Chairman:

When these proceedings opened at St. John's, Newfoundland, on December 11, 1967, Honourable J. W. Pickersgill, P.C., President, Canadian Transport Commission, was present. After his opening statement which set this case in the context of the principles embodied in the National Transportation Act, Statutes of Canada, 1967, chap. 69, particularly those in the new section 314 I of the Railway Act, R.S.C. 1952, chap. 234, he withdrew for the reasons expressed by him at the time and I presided over the hearing.

The facts with which the Railway Transport Committee is concerned in this case are fully set forth in the Judgment of Woodard, C. I agree with his statement of the facts and they need not be repeated here.

However, there are two issues on which I wish to dwell that are central to the decision in this case.

When Newfoundland entered Confederation in 1949, one of the Terms of Union agreed upon by Canada and Newfoundland was Term 31(a) contained in Appendix "A" to Statutes of Canada, 1949, chap. 1:

"At the date of Union, or as soon thereafter as practicable, Canada will take over the following services and will, as from the date of Union, relieve the Province of Newfoundland of the public costs incurred in respect of every service taken over, namely, . . .

(a) the Newfoundland Railway . . ."

On April 1, 1949, by Order in Council P.C. 1454, the Governor General in Council entrusted to Canadian National Railways the operation and management of the Newfoundland Railway. The operative words of that Order in Council as it relates to this case are:

". . . Therefore, His Excellency the Governor General in Council, on the recommendation of the Minister of Transport, is pleased to order that, effective April 1, 1949, the Newfoundland Railway, including rights-of-way, wharves, dry docks and other real property, rolling stock, equipment, ships and other personal property . . . the title to which is vested in His Majesty, be and they are hereby entrusted in respect of management and operation thereof to the Company on the terms in the Canadian National Railways' Act expressly specified, namely, that such management and operation shall continue during the pleasure of the Governor in Council. . . ."

When Canada took over the Newfoundland Railway and when operation and management was entrusted to Canadian National Railways, there was in existence between Port aux Basques and St. John's a train service for the transportation of passengers which until the completion of the Trans Canada Highway was the only reliable overland method by which people could travel between those and intermediate points located on the railway.

What is proposed by Canadian National Railways involves the virtual elimination of transportation of passengers by rail on the main line in the Province and substitution by Canadian National of public passenger transport service by road, based on the presumption that public passenger transport should be provided so long as there is a substantial demand for such service.

As I have stated, the only reliable means of overland travel in 1949 was by the Newfoundland Railway and, in interpreting the effect of the entrustment of that Railway to Canadian National, pursuant to the Terms of Union, I feel we should give effect to one of the cardinal principles of interpretation of Canadian constitutional documents, giving to their provisions a large and liberal interpretation to impart to them the flexibility that changing or unforeseen circumstances may require.

There was no Trans Canada Highway in Newfoundland in 1949 but that fact does not relieve this Committee, in its consideration of the present application, of its duty to relate the proposed discontinuance of the passenger train service to the presumption that public transportation service for passengers between St. John's, Port aux Basques and intermediate points should be assured so long as it is required by public convenience and necessity.

It is true that the application for discontinuance is accompanied by the proposal to substitute a bus service which would continue to provide such passenger service through the instrumentality of Canadian National. We were not told in precise terms the reasons for the bus service proposal accompanying the application for discontinuance but we are entitled to assume that this was probably done in recognition of the presumption just referred to.

In the result, the Committee is of opinion that it must deal with this application in accordance with the criteria established by section 314 I of the Railway Act.

Subsection (5) of section 314 I of the Railway Act requires the Canadian Transport Commission to have regard ". . . to all matters that to it appear relevant . . ." and to determine ". . . whether the passenger train service is uneconomic and is likely to continue to be uneconomic and whether the passenger train service should be discontinued."

As a condition precedent to the making of such determination, the Commission must first find that the Applicant has incurred "actual loss" in the operation of the passenger train service in question. By Order No. R-507, the Committee found there to have been actual loss in 1966 of \$918,000.

When the Commission is deciding whether an uneconomic passenger train service is to be discontinued, it is required to have regard to the criteria contained in subsection (6) of section 314 I. This subsection is important and is set out fully below:

"(6) In determining whether an uneconomic passenger-train service or parts thereof should be discontinued, the Commission shall consider all matters that in its

opinion are relevant to the public interest including, without limiting the generality of the foregoing.

- (a) the actual losses that are incurred in the operation of the passenger-grain service;
- (b) the alternative transportation services, including any highway or highway system serving the principal points served by the passenger-train service, that are available or are likely to be available in the area served by the service;
- (c) the probable effect on other passenger-train service or other passenger carriers of the discontinuance of the service, or of parts thereof; and
- (d) the probable future passenger transportation needs of the area served by the service."

It should be said in passing that the statutory provisions mentioned refer to the Canadian Transport Commission, but its function in this case is being carried out by the Railway Transport Committee of the Commission, pursuant to subsection (3) of section 17 of the National Transportation Act, and the General Rules made by the Commission pursuant thereto.

The Committee in reaching its conclusions has considered all the matters referred to in subsection (6) of section 314 I of the Railway Act, including the actual loss of \$918,000 for the year 1966, as well as all the other evidence placed before it in these proceedings.

The evidence is that while there is in existence today a modern ". . . highway or highway system serving the principal points served by the passenger train service . . . " there are no adequate public facilities for the transportation of passengers over that highway or highway system.

Because of this fact and the requirement of a public service for the transport of passengers to meet the public convenience and necessity, we hold that the passenger train service which is the subject of this application cannot be discontinued without the substitution therefor of a bus service at least as good as, if not better than the present passenger train service.

Because the Province of Newfoundland is unique in all of Canada in that apart from Canadian National there are no other passenger train services or passenger carriers of comparable scope, we have found it unnecessary to apply the provisions of paragraph (c) of subsection (6) of section 314 I of the Railway Act.

There is strong evidence before us that the people of Newfoundland need a modern, speedy and reliable public means of passenger transportation, and no evidence that this need will be in any way diminished in the future.

Accordingly, on the basis of all the evidence before us, we find and declare that the passenger train service which is the subject of this application is uneconomic and should

be discontinued by Canadian National Railways and replaced by the proposed bus service but only on the date and upon performance of the conditions hereinafter set forth.

Much evidence was introduced at the hearing concerning the bus service to be inaugurated and operated by Canadian National Railways as a substitute for the present passenger train service. Witnesses appearing on behalf of Canadian National were strongly of the opinion that this service when in operation would find favour with the travelling public in Newfoundland because, to mention only a few of the reasons given, it would be more comfortable, it would be faster and it would be more modern. Canadian National is convinced, and its witnesses so stated, that the rugged terrain of the Province and the extremes of weather to which it is subject would not create any greater difficulties in operation than has the railway over the years since Canadian National undertook its operation and management.

The Committee had an opportunity to inspect a prototype bus at St. John's in December and, unquestionably, these vehicles will be clean, modern, comfortable and fast. However, the Committee is deeply concerned to ensure that Canadian National will be able to provide the highway service on a year-round basis in the face of weather conditions with which anyone who lives in Newfoundland is familiar. Canadian National has not operated a bus line in Canada at all comparable to what is proposed in Newfoundland and this would inevitably mean that there will be many problems to be solved in operating and maintaining schedules. Canadian National is very optimistic about its ability to operate the proposed bus service all the year round. But, not unnaturally, those who appeared in opposition wanted more than the opinions expressed by representatives of Canadian National at the hearing as assurance of its ability to perform the service. The Committee has given very serious consideration to the claims of Canadian National and the fears expressed by those opposed and has concluded that, as one condition of the discontinuance of the passenger train service, there must be what is in effect a trial period.

Another important aspect of this application involves the shelters which Canadian National proposes to provide for passengers getting on or getting off busses at the two terminal points of St. John's and Port aux Basques as well as at intermediate stops between those points.

The evidence before us is that the present passenger railway stations at St. John's and Port aux Basques as well as at certain other points, will be converted for use by bus passengers and that, where required, heated, all-weather shelters will be constructed and will be equipped with satisfactory communication links, so that passengers may know the times of arrival and departure of busses and when busses have undergone breakdowns or delay.

For the reasons given above, and those of Woodard, C., an Order will issue directing the discontinuance of the passenger train service comprised in this Application, effective April 15, 1969, provided Canadian National Railways has met the following conditions:

1. The bus service proposed by Canadian National and described in detail in the Judgment of Woodard, C., shall be inaugurated and continued as long as a requirement for passenger service continues, and the passenger facilities, including terminals and the shelters mentioned above, with proper communication links, shall be provided and installed, all to the satisfaction of the Committee.
2. Until Canadian National is notified by the Committee that the bus service is inaugurated and the passenger facilities are provided and installed to the satisfaction of the Committee, the passenger train service shall continue to be operated in the same manner and as frequently as it was during the comparable period in 1967.
3. From the date Canadian National is notified that the Committee is satisfied that the bus service is inaugurated and the passenger facilities provided and installed, until April 15, 1969, the passenger train service shall continue to be operated in emergencies created by extremes of weather or by any other cause, until full bus service is restored. To meet the requirements of this condition, Canadian National shall keep and maintain ready for operation such passenger train equipment as the Committee shall direct.
4. Canadian National will be required to operate a daily coach service in both directions on its express trains, between Bishop's Falls and Corner Brook, to provide a rail link with the bus service for residents in the area between Badger and Deer Lake.
5. If, prior to April 15, 1969, Canadian National Railways fails or is unable to perform any of the conditions enumerated above, or if at any time before that date the Committee is not satisfied that the bus service is at least as good as the present passenger train service, it may, upon notice to Canadian National and to all parties who appeared before it in December 1967, reconvene the hearing to consider whether in the exercise of its general powers under the Railway Act, it should impose further conditions to be met prior to the discontinuance of the passenger train service or direct the adoption of such measures as may be necessary to ensure the adequacy of the bus service.

July 3, 1968.

(Signed) DAVID H. JONES

I concur:

(Signed) J. M. WOODARD

(Signed) W. R. IRWIN

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2673

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants", under section 314 I of the Railway Act, for authority to discontinue passenger train service between St. John's and Port aux Basques, Province of Newfoundland presently being provided by Train Nos. 101 and 102 and coach service on Mixed Train Nos. 203 and 204 and substituting therefor a bus operation between St. John's and Port aux Basques.

File No. 27563.488

UPON hearing the matter at a sittings of the Committee at St. John's, Newfoundland, on December 11, 12 and 13, 1967, in the presence of Counsel for the Applicants and the Hon. T.A. Hickman, Q.C., Attorney General for the Province of Newfoundland; Richard Cashin, M.P. St. John's West, representing Newfoundland Federal Members of Parliament; Don Jamieson, M.P., Burin-Burgeo; A.J. Murphy, M.H.A., St. John's Centre, representing Official Opposition of Newfoundland; H.A. Collins M.H.A., Gander; Gerald F. Lang, for St. John's Municipal Council; E. E. Thoms, General Chairman, Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees; F.A. Lush representing Railway Union Labour Council and Deer Lake Chamber of Commerce; W. H. Butt, representing Newfoundland Legislative Committee, International Railway Brotherhood; F.W. Dick, representing Brotherhood Locomotive Firemen and Enginemen; C.D. Cook, representing Brotherhood of Railway Trainmen; A.W. Leblanc, representing Brotherhood of Railway Carmen of America; James O'Dea, representing Sheet Metal Workers International Union, Local No. 552; and

UPON reading the submissions filed; and in accordance with the judgments rendered in this matter—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. Subject to the following conditions, the Applicants shall, on April 15, 1969, discontinue passenger train service between St. John's and Port aux Basques, in the 58 R.T.C.

Province of Newfoundland, provided by Train Nos. 101 and 102 and coach service on Mixed Train Nos. 203 and 204:

- (1) The bus service proposed by the Applicants and described in detail in the Judgment of Woodard, C., shall be inaugurated and continued as long as a requirement for passenger service continues, and the passenger facilities, including terminals and the shelters mentioned therein, with proper communication links, shall be provided and installed, all to the satisfaction of the Committee.
 - (2) Until the applicants are notified by the Committee that the bus service is inaugurated and the passenger facilities are provided and installed to the satisfaction of the Committee, the passenger train service shall continue to be operated in the same manner and as frequently as it was during the comparable period in 1967.
 - (3) From the date the Applicants are notified that the Committee is satisfied that the bus service is inaugurated and the passenger facilities provided and installed, and until April 15, 1969, it will not be necessary for the Applicants to run their passenger trains except in case of emergencies created by extremes of weather or by any other cause, until full bus service is restored. To meet the requirements of this condition, the Applicants shall keep and maintain ready for operation such passenger train equipment as the Committee shall direct.
 - (4) The Applicants will, in accordance with their undertaking, operate a daily coach service in both directions on their express trains, between Bishop's Falls and Corner Brook, to provide a rail link with the bus service for residents in the area between Badger and Deer Lake.
 - (5) If, prior to April 15, 1969, the Applicants fail or are unable to perform any of the conditions enumerated above, or if at any time before that date the Committee is not satisfied that the bus service is at least as good as the present passenger train service, it may upon notice to the Applicants and to all parties who appeared before it in December 1967, reconvene the hearing to consider whether in the exercise of its general powers under the Railway Act, it should impose further conditions to be met prior to the discontinuance of the passenger train service or direct the adoption of such measures as may be necessary to ensure the adequacy of the bus service.
2. The Applicants shall keep and maintain ready for operation sufficient passenger train equipment to meet the requirements of condition numbered (3) in section 1.
3. The Applicants shall publish in three consecutive issues of the two daily newspapers in St. John's, Newfoundland, and post at all the stations located on the line served by the said passenger train service a copy of this Order.

Dated at Ottawa, this 3rd day of July, 1968.

(Sgd) C.W. RUMP,
Secretary,
Railway Transport Committee.

58 R.T.C.

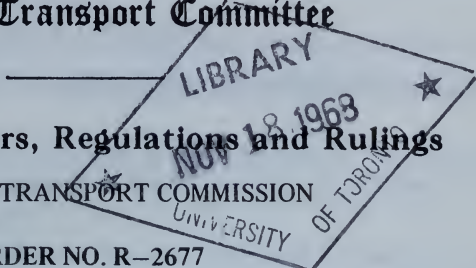
Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2677



BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF changes in
rate-grouping of certain telephone ex-
changes of the British Columbia Tele-
phone Company:*

File No. 46638.2

UPON consideration of the reports filed herein, copies thereof having been delivered in accordance with the provisions of General Order No. T-41 of the Board of Transport Commissioners for Canada, and no representations having been filed by the parties to whom the said copies were so delivered—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

Effective on not less than thirty days' notice by filing of appropriate tariff amendments, the British Columbia Telephone Company shall transfer its Burns Lake Exchange from Rate Group 2 to which it was assigned to Rate Group 3 to which it is now assigned.

Dated at Ottawa, this 5th day of July, 1968.

(Sgd.) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2697

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF General
Order No. T-23 of The Board of
Transport Commissioners for Canada,
Regulations Governing Baggage Car
Traffic:*

File No. 23328

UPON application of the Canadian Passenger Association —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

General Order No. T-23 of The Board of Transport Commissioners for Canada is amended:

1. By striking out Rule 15 of the said General Order and substituting the following therefor:

“Rule 15. (a) Remains of a deceased person and his personal baggage, if any, will be transported in baggage car service at rates in accordance with carrier's current tariffs.

(b) Remains of a deceased person shall be accepted on presentation of both of the following documents:

(a) Shipping instructions on the form prescribed in Appendix “A” hereto; and

(b) A transit certificate in form prescribed by provincial law, properly completed and signed by an undertaker licensed to do business in the province from or within which shipment is to be made, and endorsed, where required, by the law of that province, by the local Medical Officer of Health or other constituted authority.

A copy of such transit certificate is to be securely tacked or pasted on the coffin box (at head end).

(c) Carriers may refuse to accept remains of a deceased person checked to a destination where delivery or intermediate carriage is by highway service, or beyond a station at which a vehicle transfer is required.

(d) Carriers are not responsible for any damage to glass or other fragile fittings of burial caskets, nor for any damage growing out of or incident to the

cracking or breaking of such glass or fittings. When the remains of a deceased person are checked to a non-agency station the carriers are not responsible for the care of the remains at such destination.

(e) The case containing the remains must have not less than six handles and be plainly marked, showing name of deceased, destination and to whom consigned.

(f) Notwithstanding anything in the regulations the remains of a deceased person shall not be accepted or transported if it be offensive or if fluids are escaping from the case.

(g) When the remains of a deceased person and the container presented for shipment weigh more than five hundred (500) pounds gross weight, the excess weight will be charged for at current excess baggage rates.

(h) A reasonable quantity of flowers properly tagged or marked may accompany the remains, for which no charge will be made and for which the carriers are not responsible."

2. This Order shall take effect sixty days after the date thereof.

Dated at Ottawa, this 5th day of July, 1968.

(Sgd.) C.W. Rump,
Secretary,
Railway Transport Committee.

ORDER NO. R-2697

APPENDIX "A"

SHIPPING INSTRUCTIONS

This case to which is affixed Transit Certificate No. _____, and which contains the remains of a deceased person, is consigned to _____
(Name)

(Address)

(Province or State)

via _____

Provincial laws relating to this shipment have been complied with.

Shipper

Received subject to the terms and conditions of carrier's current tariffs.

Dated _____, 19____.

Agent of Carriers

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2702

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF changes in
rate-grouping of certain telephone
exchanges of The Bell Telephone Com-
pany of Canada:*

File No. 46638.1

UPON consideration of the reports filed herein, copies thereof having been delivered in accordance with the provisions of General Order No. T-41 of the Board of Transport Commissioners for Canada, and upon consideration of the representations of Mr. Allan Levin, Port Lambton, Ontario, and of the reply of The Bell Telephone Company of Canada with respect thereto—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

Effective on not less than thirty days' notice by appropriate tariff amendments, The Bell Telephone Company of Canada shall transfer each of the exchanges listed hereunder from the Exchange Rate Group to which it was assigned, to the Exchange Rate Group to which it is now assigned, as hereinafter stated:

<u>Exchange</u>	<u>Present Exchange Rate Group No.</u>	<u>Transferred to Exchange Rate Group No.</u>
Almonte, Ont.	4	5
Barry's Bay, Ont.	3	4
Bobcaygeon, Ont.	2	3
Brockville, Ont.	6	7
Buckingham, Que.	4	5
Carleton Place, Ont.	4	5
Chatham, Ont.	7	8
Creemore, Ont.	6	7
Dorchester, Ont.	8	9
Fisherville, Ont.	4	5
Huntsville, Ont.	4	5
Lambeth, Ont.	8	9

<u>Exchange</u>	<u>Present Exchange Rate Group No.</u>	<u>Transferred to Exchange Rate Group No.</u>
Long Sault, Ont.	6	7
Milford Bay, Ont.	4	5
Nominingue, Que.	3	4
Shelburne, Ont.	5	6

Dated at Ottawa, this 5th day of July, 1968.

(Sgd.) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-2753

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF changes in
rate-grouping of certain telephone
exchanges of The Bonaventure and
Gaspé Telephone Company Limited:*

File No. 46638.3

UPON consideration of the reports filed herein, copies thereof having been delivered in accordance with the provisions of General Order No. T-41 of the Board of Transport Commissioners for Canada, and no representations having been made by the parties to whom the said copies were so delivered—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

Effective upon not less than thirty days' notice by filing of appropriate tariff amendments, The Bonaventure and Gaspé Telephone Company Limited shall transfer each of the Exchanges listed hereunder from the Exchange Rate Group to which it was assigned to the Exchange Rate Group to which it is now assigned as hereunder stated:

<u>Exchange</u>	<u>Present Exchange Rate Group No.</u>	<u>Transferred to Exchange Rate Group No.</u>
Gaspe, Quebec	3	4
Port Daniel (Bonaventure Co.), Quebec	1	2

Dated at Ottawa, this 10th day of July, 1968.

(Sgd.) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ACCIDENTS REPORTED TO THE OPERATING BRANCH, MAY, 1968
RAILWAY TRANSPORT COMMITTEE

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents	239	10	273
Level Crossing Accidents	<u>26</u>	<u>12</u>	<u>25</u>
	<u>265</u>	<u>22</u>	<u>298</u>

	<u>Killed</u>	<u>Injured</u>
Passengers	—	88
Employees	2	170
Others	<u>20</u>	<u>40</u>
	<u>22</u>	<u>298</u>

Of the 26 accidents at Highway Crossings, 16 occurred where standard railway crossing signs are located, 10 where additional forms of protection are in use, 17 after Sunrise and 9 after Sunset.

Ottawa, Ont.

**SUMMARY OF ORDERS ISSUED BY
THE RAILWAY TRANSPORT COMMITTEE**

*(Denotes Order printed in full)

- R-2622 June 21 — Authorizing the Town of St. Felicien to construct a temporary road across the C.N.R. between Lots 4A North and 5A, Range 1, Twp. of Demeules, Roberval County, P.Q., mileage 30.04 Roberval Subd., and requiring that the crossing be protected by a watchman during the period it is open to the public on June 22nd and 23rd 1968 and requiring the Railways to close the crossing on June 24th.
- R-2623 June 21 — Authorizing the Twp. of Brant to reconstruct 30th Sideroad where it crosses the C.P.R., Bruce County, Ont., mileage 29.70 Walkerton Subd.
- R-2624 June 21 — Extending the time within which the Napierville Junction Rly. Co. is required to install automatic protection at the crossing of its railway and Church Street, in the Village of Napierville, P.Q., at mileage 12.38 Delson Subd.
- R-2625 June 25 — Amending Order No. 124091 which authorized the installation of automatic protection at the crossing of the C.N.R. and Chaloupe Range Road, in the Parish of Ste-Elisabeth, P.Q., mileage 98.07 Joliette Subd.
- *R-2626 June 25 — Authorizing limitation of liability of rate filed by the C.P.R. on Fish and Fish Scraps, for manufacture of Animal Feed, from Saint John, N.B. to Streetsville, Ont. (See page 329, 58 R.T.C.)
- R-2627 June 26 — Authorizing the removal of the speed limitation at the crossing of the Toronto, Hamilton and Buffalo Rly. and River Road, in Welland, Ont., at mileage 1.10 Welland Subd.
- R-2628 June 26 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road, in Sask., at mileage 89.70 Broadview Subd.
- R-2629 June 26 — Approving toll published in Supplement No. 6 to Agreed Charge Tariff filed by the Canadian Freight Assoc. under Sections 3 and 8 of the M.F.R.A.
- R-2630 June 26 — Approving revisions to tariffs filed by The Bell Telephone Co. of Canada.
- R-2631 June 26 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, in B.C., mileage 94.88 Albreda Subd.
- R-2632 June 26 — Authorizing the Quebec Department of Roads to reconstruct Henrysburg Road where it crosses the C.N.R. in the Parish of St.

Bernard de Lacolle, St. John County, P.Q., at mileage 6.96 Valleyfield Subd., and upon completion requiring the Railways to install automatic protection at the said crossing.

- R-2633 June 26 – Amending Order No. 115851 which authorized the County of Frontenac to reconstruct and relocate the subway carrying Harrow-smith-Sydenham Road across and under the C.N.R. in the Twp. of Portland, Frontenac County, Ont., at mileage 83.62 Smiths Falls Subd.
- R-2634 June 26 – Authorizing the B.C. Department of Highways to construct an overhead bridge carrying the North Thompson Highway over the C.N.R. at Cedarside, B.C., at mileage 78.97 Albreda Subd., and upon completion requiring the Railways to close the existing level crossing at mileage 73.39 Albreda Subd.
- R-2635 June 26 – Amending Order No. 121356 which authorized the Sask. Department of Highways and Transportation to construct an overhead bridge carrying Highway No. 10 across the C.N.R. between the NE1/4-30 and the SE1/4-31-22-6-W2M, City of Melville, Sask., at mileage 0.89 Watrous Subd.
- R-2636 June 26 – Authorizing the County of Lacombe No. 14 to improve the vision at the crossing of County Road and the C.P.R., north of Sec. 32-40-26 W4M, Alta., at mileage 20.77 Leduc Subd.
- R-2637 June 26 – Authorizing the Twp. of Stephenson to improve the vision at the crossing of Twp. Road and the C.N.R., in Lot 21, between Con. 10 and 11, Ont., at mileage 138.47 Newmarket Subd.
- R-2638 June 26 – Authorizing the C.N.R. to improve the control circuits for the automatic protection at the crossing of their railway and De La Rousseliere Street in the City of Pointe-aux-Trembles, P.Q., at mileage 0.85 Longue Pointe Subd.
- R-2639 June 26 – Amending Order No. 111198 which authorized the Quebec Department of Roads to improve Riviere Chicot South Road where it crosses the C.P.R. in the Mun. of St. Cuthbert, Berthier County, P.Q., at mileage 47.23 Trois Rivières Subd.
- R-2640 June 26 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and 11th Street West, in Saskatoon, Sask., at mileage 0.26 Government Elevator Spur off mileage 0.47 Warman Subd.
- R-2641 June 26 – Authorizing The Bell Telephone Co. of Canada to construct, operate, repair and maintain its line of telephone under and along the right of way of the C.N.R., City of Montreal, P.Q., from mileages 138.04 to 138.70 Joliette Subd.

- R-2642 June 26 – Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 3, in Port Colborne, Ont., at mileage 1.09 Humberstone Subd.
- R-2643 June 26 – Approving changes to the automatic protection at the crossing of the C.N.R. and Highway No. 4, in Walkerton, Ont., at mileage 20.71 Southampton Subd.
- R-2644 June 26 – Assessing the cost of maintenance of the automatic protection at the crossing of the C.N.R. and Victoria Street in the Town of Whitby, Ont., at mileage 0.48 Whitby Town Spur on the County of Ontario and the Railways.
- R-2645 June 26 – Authorizing the Dominion Atlantic Railway Co. to close the crossing of its railway and Cedar Street in Windsor, N.S., at mileage 31.99 Halifax Subd.
- R-2646 June 26 – Approving the overhead and side clearances on the siding serving the loadout bin of Belledune Fertilizers Ltd., which commences at mileage 1.83 Iruco Spur off mileage 132.31 Newcastle Subd., in Belledune, N.B., provided signs indicating less-than-standard clearances are erected.
- R-2647 June 26 – Authorizing the B.C. Department of Lands, Forests and Water Resources to construct Bone Creek Forest Road across the C.N.R. at mileage 120.28 Albreda Subd., in B.C.
- R-2648 June 26 – Amending Order No. 118802 which authorized the Quebec Autoroutes Authority to construct a dual overhead bridge carrying Omerville-Rock Island Autoroute across the Quebec Central Railway (C.P.R.) in the Mun. of Stanstead East, P.Q., at mileage 25.09 Newport Subd.
- R-2649 June 26 – Approving changes in the automatic protection at the crossing of the C.N.R. and Riverside Drive, in Ottawa, Ont., at mileage 9.18 Ottawa Subd.
- R-2650 June 26 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Grafton Street, in the City of Charlottetown, P.E.I., at mileage 0.32 Borden Subd.
- R-2651 June 26 – Approving changes to the automatic protection at the crossing of the C.N.R. and Ballantyne crossing, in Woodburn, N.S., mileage 49.94 Hopewell Subd.
- R-2652 June 26 – Authorizing The Metropolitan Corp. of Greater Winnipeg to reconstruct Highway No. 1 where it crosses the C.P.R. in St. Boniface, Man., at mileage 3.44 Emerson Subd., and requiring the Railway to relocate and improve the protection to provide for the widened crossing.

- R-2653 June 26 – Approving changes in the automatic protection at the crossing of the C.N.R. and Station Road, in Aston Junction, P.Q., at mileage 72.03 Drummondville Subd.
- R-2654 June 26 – Authorizing the Ontario Department of Lands and Forests to construct a public road across the C.N.R. at mileage 16.11 Pagwa Subd., in the Twp. of Stoddart, District of Cochrane, Ont.
- R-2655 June 26 – Authorizing the C.P.R. to operate its engines, cars and trains on the siding serving Canada Cement Co. Ltd. across Fourth Avenue in the City of Regina, Sask.
- R-2656 June 26 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in Trochu, Alta., at mileage 50.70 Three Hills Subd.
- R-2657 June 26 – Authorizing the R.M. of Fertile Valley No. 285 to reconstruct the crossing of the Municipal Road and the C.N.R. between the NE1/4-20 and the SE1/4-29-27-8-W3M, at mileage 45.52 Conquest Subd., Sask.
- R-2658 June 26 – Authorizing the C.P.R. to reconstruct its existing bridge at mileage 25.2 MacLeod Subd., in Alta., and authorizing the Railway to operate its engines, cars and trains over the bridge during the period of reconstruction.
- *R-2659 June 27 – Authorizing the C.P.R. upon the implementation of its Customer Service Plan at Regina, to remove agent from 43 stations, caretaker-agents from 9 stations and caretakers from 19 stations in Sask. (See page 312, 58 R.T.C.)
- R-2660 June 27 – Approving toll published in Tariff filed by the C.P.R. under sections 3 and 8 of the M.F.R.A.
- R-2661 June 27 – Authorizing the C.N.R. to close within the limits of their right of way, the crossing of their railway and Town Road, in the Town of Trenton, N.S., at mileage 1.60 Trenton Spur off mileage 42.80 Hopewell Subd.
- R-2662 June 27 – Authorizing the City of Calgary, Alta., to reconstruct Barlow Trail where it crosses the C.N.R. at mileage 126.11 Three Hills Subd. (mileage 132.30 Drumheller Subd. and the joint industrial track of the C.N.R. and C.P.R.) and requiring the Railways to relocate the existing automatic protection to provide for the relocated crossing.
- R-2663 June 27 – Amending Order No. 120119 which authorized the reconstruction of the existing subway carrying Highway No. 4 under the C.P.R. in Durham, Ont., Twp. of Glenelg, at mileage 15.93 Walkerton Subd.

- R-2664 June 27 – Authorizing the C.P.R. to construct a connection approximately 355 feet long between the Stobie Spur at chainage 79 + 70 and chainage 251 + 85 of the Coppercliff Section, Sudbury Terminals Subd., City of Sudbury, Ont.
- R-2665 June 27 – Authorizing the C.N.R. to construct an overhead farm crossing bridge at mileage 5.2 Strathroy Subd., in Lot 27, Con. 3, Twp. of London, County of Middlesex, Ont., to replace an existing overhead farm crossing at the same location.
- *R-2666 June 27 – Entering as an Order of the R.T.C. Order No. 125567 of The Board of Transport Commissioners for Canada authorizing the Borough of Scarborough to construct a subway to carry Midland Avenue across the C.P.R., at mileage 199.16 Belleville Subd., replacing an existing level crossing at mileage 199.15 in Ont., and authorizing the Railway to close the existing crossing and to construct a temporary diversion of its railway across Midland Avenue and upon completion of the subway to remove the temporary deviation. (See page 330, 58 R.T.C.)
- R-2667 June 27 – Authorizing the C.N.R. to reconstruct their bridge across Lake Eva, in the District of Kenora, Ont., at mileage 114.4 Graham Subd.
- *R-2668 June 27 – Authorizing the C.P.R. upon the implementation of its Customer Service Plan at Medicine Hat, Alta. to remove the agent from 41 stations and caretakers from 19 stations in Alta. (See page 320, 58 R.T.C.)
- *R-2669 June 27 – Authorizing the C.P.R. upon the implementation of its Customer Service Centre at Calgary, Alta., to remove the agents from 17 stations on its Calgary Division in Alta. (See page 327, 58 R.T.C.)
- R-2670 June 28 – Requiring the R.M. of Birch Hills No. 460 to improve the vision of the crossing of the municipal road and the C.N.R. at mileage 133.85 Tisdale Subd., west of the NW1/4-26-46-24 W2M, Sask.
- R-2671 June 28 – Authorizing the City of Calgary to construct Meridian Road S.E. across the C.P.R., Meridian Industrial Spur, in the NW1/4-16-24-29 W4M, Alta.
- R-2672 June 28 – Authorizing the C.N.R. to make changes to the signalling on their St. Hyacinthe Subd., in P.Q., between mileages 59 and 72.
- *R-2673 June 3 – Authorizing the C.N.R. to discontinue, on April 15, 1969 passenger train service between St. John's and Port aux Basques, Nfld., provided by Train Nos. 101 and 102 and coach service on Mixed Train Nos. 203 and 204, provided certain conditions are carried out and specific conditions are met. (See page 375, 58 R.T.C.)

- R-2674 July 5 - Extending the time within which the Napierville Junction Railway Company is required to install automatic protection at the crossing of its railway and St. Michel Road (Ruisseau Faille Range Road), in the Mun. of St. Mathieu, P.Q., mileage 22.85 Delson and Rouses Point Subd.
- R-2675 July 5 - Authorizing C.P.R. to construct a spur track across Crompton Street and South Kent Avenue, City of Vancouver, B.C., commencing at mileage 2.40 Westminster Branch, Vancouver and Lulu Island Subd.
- R-2676 July 5 - Authorizing the C.N.R. to operate their engines, cars and trains on the bridge carrying their Redwater Spur across and over the gas pipeline of the Northwestern Utilities Limited at mileage 3.46 in Alta.
- *R-2677 July 5 - Requiring the British Columbia Telephone Company to transfer its Burns Lake Exchange from Rate Group 2 to Rate Group 3. (See page 377, 58 R.T.C.)
- R-2678 July 5 - Authorizing the C.P.R. to remove the caretaker at Elstow, Sask., mileage 83.4 Sutherland Subd.
- R-2679 July 5 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the Highway, mileage 10.3 St. Gabriel Subd., P.Q.
- R-2680 July 5 - Dismissing application of the C.P.R. for removal of the agent and the appointment of a caretaker at Bracken, Sask., mileage 74.6 Notukeu Subd.
- R-2681 July 5 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road in the Mun. of Flagstaff, Alta., mileage 9.07 Wetaskiwin Subd.
- R-2682 July 5 - Authorizing the C.N.R. to remove the caretaker at Girvin, Sask., mileage 80.4 Craik Subd.
- R-2683 July 5 - Allocating the balance of the cost of reconstruction and improvement of the C.P.R.'s bridge crossing Wellington Street at mileage 0.7 Quebec Central Railway and the track of the C.N.R. at mileage 46.16 Sherbrooke Subd., City of Sherbrooke, P.Q.
- R-2684 July 5 - Authorizing the Ontario Department of Highways to construct a temporary detour road across the track of the C.P.R., at mileage 21.24 Havelock Subd., in Sharbot Lake, Ont., and within two years requiring the Railway to close the crossing.
- R-2685 July 5 - Approving the location of the proposed flammable liquid bulk storage transfer facilities of Shell Canada Ltd., at Porcupine Plain, Sask., near mileage 29.5 Chelan Subd. C.N.R.

- R-2686 July 5 - Approving the less than standard overhead and side clearances on the C.P.R. wye track and No. 3 Shop Track, opposite mileage 3.2 Walkley Line, City of Ottawa, Ont., provided signs indicating less than standard clearances are erected.
- R-2687 July 5 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Southland Drive, in Calgary, Alta., at mileage 5.66 Macleod Subd.
- R-2688 July 5 - Authorizing the removal of the speed limitation at the crossing of the Northern Alberta Railways and a public road, the first crossing west of the station at Falher, Alta., at mileage 274.0 Smoky Subd.
- R-2689 July 5 - Authorizing the City of Dartmouth, N.S. to construct and maintain a road to Burnside Industrial Park across the C.N.R. at mileage 8.7 Dartmouth Subd., and requiring the Railways to install automatic protection at the crossing before it is open to the public.
- R-2690 July 5 - Approving the location of the proposed additional two inch flammable liquid pipeline of Shell Canada Ltd., at Manor, Sask., near mileage 77.8 Arcola Subd. C.P.R.
- R-2691 July 5 - Approving changes in the automatic protection at the crossing of the C.N.R. and Third and Fourth Range Road, in St. Janvier de Joly, P.Q., at mileage 33.63 Drummondville Subd.
- R-2692 July 5 - Authorizing the C.P.R. to construct an industrial spur track of the Southampton Railway Company across Provincial Highway No. 605, in the Parish of Southampton, County of York, N.B., at mileage 0.36 off mileage 7.92 Southampton Subd.
- R-2693 July 5 - Authorizing the Alberta Department of Highways to widen the district road where it crosses the C.P.R., at mileage 92.59 Leduc Subd., in the N of the NW1/4-33-51-24-W4M.
- R-2694 July 5 - Authorizing the British Columbia Department of Highways to construct the relocated Cowichan Lake Road across the C.P.R., at mileage 2.63 Lake Cowichan Subd. of the Esquimalt and Nanaimo Division, B.C. and requiring the Railway to relocate the automatic protection from the existing crossing to the new crossing before it is open to the public and to close the existing crossing at mileage 2.7.
- R-2695 July 5 - Authorizing the C.P.R. to construct and maintain a siding commencing at mileage 5.1 McLeod Subd. across Horton Road, in the City of Calgary, Alta., to serve Drummond McColl Company Limited.
- R-2696 July 5 - Authorizing the City of Cornwall, Ont., to construct Wallrich Avenue across the C.N.R., at mileage 3.53 Cornwall Spur.

- *R-2697 July 5 - Amending General Order No. T-23 of the Board of Transport Commissioners for Canada concerning Regulations Governing Baggage Car Traffic. (See page 378, 58 R.T.C.)
- R-2698 July 5 - Imposing a speed restriction of 25 miles per hour on C.N.R. engines, cars and trains over the crossing of their railway and Longford Mills Road, in the Twp. of Rama, Ont., at mileage 93.76 Newmarket Subd.
- R-2699 July 5 - Rescinding authority of Order No. 88222 which approved the loading site of Husky Oil and Refining Company at Midale, Sask., C.P.R.
- R-2700 July 5 - Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Shell Canada Ltd., at Westlock, Alta., near mileage 52.2 Edmonton Subd.
- R-2701 July 5 - Authorizing the Nova Scotia Department of Highways to widen the overhead bridge carrying Trans Canada Highway across and over the C.N.R., in the County of Colchester, N.S., at mileage 25.1 Springhill Subd.
- *R-2702 July 5 - Requiring The Bell Telephone Company of Canada to transfer certain telephone exchanges in Ontario and Quebec from one Exchange Rate Group to another Exchange Rate Group. (See page 381, 58 R.T.C.)
- R-2703 July 5 - Authorizing the C.N.R. to construct temporary track diversions of their St. Hyacinthe and St. Judes Subds. and track changes in the vicinity of mileage 41.55 St. Hyacinthe Subd. and upon completion of the subway carrying Choquette Street under the C.N.R. in the City of St. Hyacinthe, P.Q., at mileage 41.55 St. Hyacinthe Subd., requiring the Railways to remove the temporary track diversions.
- R-2704 July 5 - Dismissing application of the C.P.R. to remove the caretaker and close the station building at Claydon, Sask., at mileage 37.6 Notukeu Subd.
- R-2705 July 5 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and De Courcelles Street, Montreal, P.Q., at mileage 3.60 Montreal Subd.
- R-2706 July 5 - Approving the location of the proposed ammonium nitrate bulk storage and transfer facilities of the Southern Alberta Co-operative Association Ltd., at Cardston, Alta., at mileage 46.4 Cardston Subd. C.P.R.
- R-2707 July 5 - Approving the location of the proposed additional 14 foot by 28 foot office building at Rocanville, Sask., near mileage 52.6 Neudorf Subd., C.P.R.

- R-2708 July 5 — Imposing a speed restriction of 10 miles per hour on engines, cars and trains of the Chesapeake and Ohio Railway Company at the crossing at Park Avenue East, in Chatham, Ont., at mileage 17.60 No. 2 Subd.
- R-2709 July 5 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and District Highway No. 492F, in the M.D. of Bonnyville No. 87, Alta., at mileage 36.01 Bonnyville Subd., and requiring the Railways to relocate the existing reflectorized signs to another crossing of their railway and a public road at mileage 31.10 Dodsland Subd., Sask.
- R-2710 July 5 — Requiring the Highways Department of Manitoba to improve the vision at the crossing of Provincial Road No. 362 and the C.N.R. at mileage 15.91 Cowan Subd., Man.
- R-2711 July 5 — Authorizing the Twp. of Oneida, Ont., to improve the vision at the crossing of 4th Line Road and the C.N.R., at mileage 21.61 Hagersville Subd.
- R-2712 July 5 — Approving the location of the proposed additional 14' x 28' office building of Imperial Oil Ltd., at Meath Park, Sask., near mileage 63.05 White Fox Subd.
- R-2713 July 5 — Authorizing the C.P.R. to remove the station agent at Nantes, P.Q., provided a resident caretaker is appointed to perform certain duties and dismissing the Railway's application to remove the station building.
- R-2714 July 5 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Townsend Street, in Sydney, N.S. at mileage 113.52 Sydney Subd.
- R-2715 July 5 — Authorizing the Quebec Department of Roads to widen and improve Delage Road where it crosses the C.P.R. in the Mun. of Village of St. Basile South, County of Portneuf, P.Q., at mileage 129.52 Quebec Subd., and requiring the Railway to relocate the existing automatic protection to provide for the widened crossing.
- R-2716 July 5 — Authorizing The Special Areas Board of the Department of Municipal Affairs, Alta. to reconstruct the public road where it crosses the C.P.R., E. of the SE1/4-28-29-10 W4M, at mileage 64.44 Bassano Subd., and to construct a diversion road in the SE1/4-28-20-10 W4M which will permit the closing of the existing crossing of the C.P.R. at mileage 64.82 Bassano Subd. and upon completion requiring the Railway to close the existing crossing.
- R-2717 July 5 — Dismissing application of the C.N.R. to remove the agent and the station building at St. Damien, P.Q., at mileage 180.3 Monk Subd.

- R-2718 July 5 – Authorizing the C.N.R. to remove the station agent at Brooksby, Sask., at mileage 14.8 Brooksby Subd. provided a resident caretaker is appointed to perform certain duties.
- R-2719 July 5 – Approving the location of the proposed new 14 foot by 28 foot office building and existing flammable liquid tank truck transfer facilities of Imperial Oil Ltd., at Macklin, Sask., near mileage 62.2 Hardisty Subd. C.P.R.
- R-2720 July 8 – Authorizing the C.N.R. to carry traffic over that portion of their railway approximately 11.5 miles long, commencing at mileage 60.73 Chisel Lake Subd., and ending in the vicinity of Osborne Lake, Man.
- R-2721 July 9 – Authorizing the C.P.R. to operate its engines, cars and trains over the siding crossing 18th Street S.E., to serve Van Waters and Rogers, in Calgary, Alta., at mileage 0.03 of the said siding, which commences at the “M” lead off mileage 2.07 Red Deer Subd.
- R-2722 July 9 – Authorizing the Quebec Department of Roads to widen chemin Est de la Riviere Beaudette where it crosses the C.N.R., in the Village of Riviere Beaudette, P.Q., at mileage 43.48 Kingston Subd., and requiring the Railways to relocate the existing automatic protection to provide for the widened crossing.
- R-2723 July 9 – Approving toll published in Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-2724 July 9 – Approving revisions to tariffs filed by the British Columbia Telephone Company.
- R-2725 July 9 – Authorizing the New Brunswick Department of Highways to construct the Waweig to Digdeguash Highway across the C.P.R. in the Parish of St. Croix, County of Charlotte, N.B., at mileage 17.16 St. Andrews Subd., and requiring the Railway to install automatic protection at the said crossing before it is open to the public.
- R-2726 July 9 – Rescinding authority of Order No. 116681 and authorizing the Borough of North York to construct a subway to carry Sheppard Avenue West across the C.P.R. in the Borough of North York, Ont., at mileage 6.53 MacTier Subd.; authorizing the Borough to construct a temporary deviation of Sheppard Avenue West across C.P.R. in the vicinity of the said subway and authorizing the Railway to construct a temporary deviation of its railway to permit the construction of the said subway.
- R-2727 July 10 – Requiring the C.N.R. and the C.P.R. to place gates at the farm crossing of their respective railways at mileage 14.99 Kingston

Subd., and mileage 9.5 Winchester Subd., respectively and requiring the Lakeview Cemetery Company Inc., to keep the gates closed when the crossing is not required and to provide a competent watchman on duty when the gates have to be opened and at the expiration of 90 days requiring the Railways to close their respective rights of way at the said crossing; and rescinding authority of Order No. 23984.

- R-2728 July 10 – Authorizing the C.N.R. to close the station at Marmora, Ont., for a period of four weeks while the station agent is on annual vacation.
- R-2729 July 10 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, at mileage 15.18 Cayuga Subd. Ont.
- R-2730 July 10 – Approving revisions to tariffs filed by the British Columbia Telephone Company.
- R-2731 July 10 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-2732 July 10 – Authorizing the C.N.R. to close the station at Colborne, Ont., for a period of four weeks while the agent is on annual vacation.
- R-2733 July 10 – Authorizing the C.N.R. to close the station at Madoc, Ont., for a period of four weeks while the agent is on annual vacation.
- R-2734 July 10 – Authorizing the C.N.R. to close the station at Campbellford, Ont., for a period of four weeks while the agent is on annual vacation.
- R-2735 July 10 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road at Welland, Ont., at mileage 15.77 Welland Subd.
- R-2736 July 10 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, at Wainfleet, Ont., at mileage 28.1 Dunnville Subd.
- R-2737 July 10 – Authorizing the C.N.R. to close the station at Wellington, Ont., for a period of four weeks while the agent is on annual vacation.
- R-2738 July 10 – Authorizing the C.N.R. to close the station at Stirling, Ont., for a period of ten days while the agent is on annual vacation.
- R-2739 July 10 – Authorizing the C.N.R. to close the station at Frankford, Ont., for a period of four weeks while the agent is on annual vacation.
- R-2740 July 10 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Dewdney Avenue, in Regina, Sask., at mileage 0.46 Regina Terminal Subd.
- R-2741 July 10 – Requiring the Chesapeake and Ohio Railway Co., to install automatic protection in lieu of the existing protection, at the crossing of its railway and Park Street, in the City of Chatham, Ont., at mileage 17.70 No. 2 Subd.

- R-2742 July 10 – Approving the removal of the speed limitation at the crossing of the C.P.R. and Vye Road in B.C., at mileage 9.12 Mission Subd.
- R-2743 July 10 – Approving the restricted clearance at the canopy on a proposed Freight Shed Track No. 1 of the C.P.R. which connects with the main lead track off mileage 209.81 Belleville Subd., in the Cherry Street Yard, Toronto, Ont., provided signs indicating restricted clearance are erected.
- R-2744 July 10 – Approving the less than standard overhead clearance under the bridge carrying Wellington Street across and over the tracks of the C.N.R. and the C.P.R., in the City of Ottawa, Ont., at mileage 4.71 Ellwood Subd., and authorizing the Railways to operate their engines, cars and trains on the Ellwood Subd. between stations 107 + 00 and 114 + 50.
- R-2745 July 10 – Approving the location of the proposed new 14' x 28' office building and existing tank truck transfer facilities of Imperial Oil Ltd., at its flammable liquid bulk marketing plant in Wilkie, Sask., near mileage 99.45 Wilkie Subd.
- R-2746 July 10 – Authorizing the City of Whitehorse, Y.T. to construct a diversion road which will eliminate an existing crossing of the south access road and the railway at mileage 109.5 White Pass & Yukon Route and requiring the Railway upon completion of the diversion road to close the existing crossing.
- R-2747 July 10 – Approving the location of the existing tank truck loading rack and the proposed new 14 foot by 28 foot office building of Imperial Oil Ltd., at its flammable liquid bulk marketing plant at Midale, Sask., near mileage 111.7 Portal Subd. C.P.R.
- R-2748 July 10 – Authorizing the Ontario Department of Lands and Forests to construct Hurkett-Armstrong Road across the C.N.R., at mileage 1.11 Allanwater Subd., Ont., and upon completion requiring the C.N.R. to close the existing crossing at mileage 1.20 Allanwater Subd.
- R-2749 July 10 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Wellington Street, City of Kitchener, Ont., at mileage 0.25 Waterloo Subd., Elmira Branch.
- R-2750 July 10 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Johnston Street, in Fergus Ont., at mileage 46.32 Fergus Subd.
- R-2751 July 10 – Authorizing the C.N.R. to remove the Caretaker at Corning, Sask., at mileage 14.4 Corning Subd.

- R-2752 July 10 – Requiring the C.P.R. to install automatic protection in lieu of the existing protection at the crossing of its railway and King Street at mile 0.46 Port Burwell Subd., and to install automatic protection at the crossing of its railway and Charles Street at mile 0.34 Port Burwell Subd., Town of Ingersoll, Ont.
- *R-2753 July 10 – Requiring The Bonaventure and Gaspé Telephone Company Ltd., to transfer telephone exchanges at Gaspé and Port Daniel, P.Q. from one Exchange Rate Group and to another Exchange Rate Group. (See page 383, 58 R.T.C.)
- R-2754 July 10 – Authorizing the Ontario Department of Highways to reconstruct Highway No. 4 where it crosses the C.P.R. in the Town of Walkerton, Ont. at mileage 37.3 Walkerton Subd.
- R-2755 July 10 – Authorizing the C.N.R. to close the station at Strathcona, Ont. for a period of four weeks while the agent is on annual vacation.
- R-2756 July 11 – Amending Order No. R-2575 which approved the location of the proposed temporary crude petroleum transfer facilities of Gibson Petroleum Company Limited at Greencourt, Alta. at mileage 79.8 Sangudo Subd. C.N.R.
- R-2757 July 11 – Approving changes in the automatic protection at the crossing of the C.N.R. at Lorne Park Road in Lorne Park, Ont. at mileage 15.06 Oakville Subd.
- R-2758 July 11 – Granting leave to the C.N.R. to open for the carriage of traffic that portion of their railway approximately 18 miles in length commencing at mileage 123.49 Watrous Subd. and extending to the mine of the Alwinsal Potash of Canada Limited near Guernsey, Sask. and to operate their engines, cars and trains over the said portion of the railway.
- R-2759 July 11 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the Township Road 1.02 miles south of Lucknow, Ont. at mileage 40.18 Kincardine Subd.
- R-2760 July 11 – Approving changes in the automatic protection at the crossing of the C.N.R. and Clarkson Road at Clarkson, Ont. at mileage 16.09 Oakville Subd.
- R-2761 July 11 – Requiring the Township of Sidney to improve the vision at the crossing of the C.N.R. and Aiken Road in the County of Hastings, Ont. at mileage 226.97 Kingston Subd.
- R-2762 July 11 – Requiring the Township of Sidney to improve the vision at the crossing of the C.N.R. and White's Road, County of Hastings, Ont. at mileage 228.24 Kingston Subd.

- R-2763 July 11 – Declaring the crossing of the C.N.R. and the road between Lots 24 and 25, Concession 7, Township of Devitt, District of Cochrane, Ont. at mileage 118.85 Kapuskasing Subd. a public crossing and authorizing the Hallebourg Local Roads Board and the Devitt Statute Labour Board to reconstruct the said crossing.
- R-2764 July 11 – Authorizing the C.P.R. to construct and maintain two additional tracks across Overend Street at mileage 0.31 of the Cherry Street Lead and to remove two tracks and relocate one track across Cherry Street at mileage 0.51 Cherry Street Lead off mileage 210.11 Belleville Subd. in Toronto, Ont.
- R-2765 July 11 – Amending Order No. 125035 which authorized the City of Red Deer, Alta. to construct and maintain 77th Street across the C.N.R. at mileage 3.37 Red Deer Industrial Lead.
- R-2766 July 11 – Authorizing the British Columbia Department of Highways to construct Dyke Road No. 566 across the C.N.R. mileage 2.50 Fraser Subd. B.C.
- R-2767 July 11 – Authorizing the C.N.R. to operate their engines, cars and trains over the reconstructed bridge at mileage 27.3 Caramat Subd., Ont.
- R-2768 July 11 – Authorizing the City of Waterloo to widen Union Street where it crosses the C.N.R. at mileage 1.23 Waterloo Subd., Ont.
- R-2769 July 11 – Authorizing the Quebec Department of Roads to widen St. Claude Range Road where it crosses the C.P.R. in the Mun. of the Parish of St. Philippe, County of Napierville-Laprairie, P.Q. at mileage 28.87 Adirondack Subd.
- R-2770 July 11 – Authorizing the C.N.R. during the calendar year 1968 to place reflectorized crossing signs at certain crossings where there is more than one railway track of their railway in the Provinces of Ontario, Manitoba, Saskatchewan, Alberta and British Columbia.
- R-2771 July 12 – Authorizing the C.P.R. to remove the caretaker at Fleet, Alta. at mileage 12.8 Lacombe Subd.
- R-2772 July 12 – Assessing the cost of maintenance of the crossing of the highway and the C.P.R. at mileage 46.9 Tisdale Subd. on the Village of Fosston, Sask.
- R-2773 July 12 – Approving toll published in Agreed Charge Tariff of the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-2774 July 12 – Approving tolls published in tariffs filed by the C.N.R. under section 3 of the M.F.R.A.
- R-2775 July 12 – Authorizing the C.P.R. to remove the caretaker near St. Michael, Alta., mileage 128.3 Willingdon Subd.

- R-2776 July 12 – Approving C.P.R. Plans in respect of certain timber pile trestles on its railway.
- R-2777 July 12 – Authorizing the C.P.R. to operate its engines, cars and trains on the subway carrying the tracks of the Lake Erie & Northern Railway Company across and over the Township Road between Concessions 8 and 9, Township of Townsend, County of Norfolk, Ont. at mileage 37.37 Port Dover to Galt Subd.
- R-2778 July 12 – Authorizing the C.P.R. to operate their engines, cars and trains on the private siding serving Crestbrook Forest Industries Ltd. at grade across Torrent Road at chainage 9 + 95 off mileage 45.97 Windermere Subd. B.C.
- R-2779 July 12 – Authorizing the Village of Punnichy, Sask. to reconstruct access road where it crosses the C.N.R. at mileage 72.65 Watrous Subd.
- R-2780 July 12 – Amending Order No. 118667 which authorized the Township of Dunwich to improve Willey Side Road where it crosses the Chesapeake & Ohio Railway Company and the New York Central Railroad Company, County of Elgin, Ont. at mileage 111.3 No. 1 Subdivision and mileage 131.47 Main Line Subd. respectively.
- R-2781 July 12 – Approving changes in the automatic protection at the crossing of the C.N.R. and Pape Avenue in Toronto, Ont. at mileage 330.96 Kingston Subd.
- R-2782 July 12 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Range No. 2 Road east of St. Gregoire, P.Q. at mileage 87.98 Sorel Subd.
- R-2783 July 12 – Authorizing the Trans-Canada Pipe Lines Limited to construct a 16" high pressure natural gas pipeline under the right of way of the C.N.R. at the following locations: mileage 2.71 Beauharnois Spur off mileage 62.31 Massena Subd., Lot 557 Parish of St. Clement, P.Q.; mileage 66.05 Massena Subd. in Lot 279, Parish of St. Philomene, P.Q.; at mileage 3.59 St. Remi Spur off mileage 72.58 Massena Subd. in Lot 12, Parish of St. Remi, P.Q.
- R-2784 July 15 – Requiring the C.N.R. to install automatic protection at the crossing of their railway at 13th Street East in the Town of Charny, County of Levis, P.Q. at mileage 7.76 St. Romuald Subd.
- R-2785 July 15 – Authorizing the C.N.R. to construct an aerial wire crossing over the Yukon River near Dawson, Y.T.
- R-2786 July 15 – Authorizing the Nova Scotia Department of Highways to construct Van Buskirk Road across the Dominion Atlantic Railway at Bloomfield, County of Digby, N.S. at mileage 27.74 Yarmouth Subd.

- R-2787 July 15 – Authorizing the City of Calgary to widen Bonnybrook Road (15th Street southeast) across the C.P.R. Government Elevator Spur at mileage 0.21 off mileage 173.60 Brooks subd. Alta.
- R-2788 July 15 – Approving changes in the automatic protection at the crossing of the C.N.R. and Little Harbour Road in New Glasgow, N.S. at mileage 44.55 Hopewell Subd.
- R-2789 July 15 – Authorizing the Borough of Scarborough to widen Galloway Road where it crosses the C.N.R. at mileage 320.95 Kingston Subd., Ont. and requiring the railway to relocate and modify the existing automatic protection to provide for the widened crossing.
- R-2790 July 15 – Requiring the C.N.R. to install automatic protection at the crossings of their railway and Mill Street and Ottawa Street in the City of Kitchener, Ont. at mileages 2.42 and 2.45 Waterloo Subd. Galt Branch.
- R-2791 July 15 – Authorizing the City of Regina, Sask. to widen Fifth Avenue where it crosses the C.N.R. in the lane east of Osler Street, mileage 0.13 off mileage 0.82 Winnipeg Street Industrial Lead commencing at mileage 92.77 Qu'Appelle Subd.
- R-2792 July 15 – Authorizing the C.P.R. to widen the Municipal Road in the M.D. of Pincher Creek No. 9 at mileage 61.12 Crowsnest Subd. in the SW1/4-1-7-30-W4M, Alta.
- R-2793 July 15 – Approving the location of the two proposed additional 5,000 imperial gallon flammable liquid storage tanks and associated piping of Shell Canada Limited at Drake, Sask. near mileage 97.5 Lanigan Subd.
- R-2794 July 15 – Authorizing the City of Regina, Sask. to widen Fifth Avenue where it crosses the C.N.R. in the lane east of Halifax Street at mileage 0.15 off mileage 0.73 Winnipeg Street Industrial Lead commencing at mileage 92.77 Qu'Appelle Subd.
- R-2795 July 15 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road in the town of St. Romuald, P.Q. at mileage 5.62 St. Romuald Subd.
- R-2796 July 15 – Authorizing removal of speed limitation at the crossing of the C.N.R. and a public road at Ardmore, Alta. at mileage 48.16 Bonnyville Subd.
- R-2797 July 15 – Authorizing the Northern Alberta Railways Company to remove its agency at Anzac, Alta. provided a resident caretaker is appointed to perform certain duties.
- R-2798 July 15 – Approving the restricted clearances on the siding serving the Joe Lowe Corporation in the Borough of Etobicoke, County of York,

Ont. off mileage 1.93 Canpa Subd. C.P.R. provided signs indicating less than standard clearances are erected.

- R-2799 July 15 – Authorizing the Department of Indian Affairs and Northern Development to construct a public road across the C.P.R. at mileage 20.72 Tisdale Subd. W of the NW1/4-21-33-12 W2M in the Fishing Lake Indian Reserve, Sask. and upon completion requiring the Railway to close the existing crossing at mileage 20.80 Tisdale Subd.
- R-2800 July 15 – Authorizing the Nova Scotia Department of Highways to widen East Brenton Road where it crosses the Dominion Atlantic Railway Company in N.S., at mileage 76.36 Yarmouth Subd. (C.P.R.)
- R-2801 July 15 – Amending Order 124151 which authorized the installation of automatic protection at the crossing of the highway and the C.N.R. in the Town of Matilda, Ont. at mileage 95.9 Kingston Subd.
- R-2802 July 15 – Authorizing the C.P.R. to remove the caretaker at Millet, Alta., mileage 66.8 Leduc Subd.
- R-2803 July 15 – Amending Order No. 121996 which authorized the City of Sault Ste. Marie to reconstruct and improve Peoples Road where it crosses the Algoma Central Railway at mileage 6.00 Soo subd. Ont.
- R-2804 July 15 – Authorizing the C.P.R. to remove the caretaker at Erskine, Alta., mileage 64.4 Lacombe Subd.
- R-2805 July 15 – Authorizing the Quebec Department of Roads to construct a public road across the C.N.R. in the town of St. Redempteur, County of Levis, P.Q., mileage 0.44 Danville Subd. and requiring the railways to install automatic protection at the said crossing.
- R-2806 July 15 – Authorizing the C.P.R. to remove the caretaker at Hairy Hill, Alta., mileage 98.1 Willingdon Subd.
- R-2807 July 15 – Approving changes in the automatic protection at the crossing of the C.N.R. and Lauzon road in Windsor, Ont. at mileage 101.72 Chatham Subd.
- R-2808 July 15 – Authorizing the Ontario Department of Highways to construct an overhead bridge carrying Highway No. 2 across the C.P.R. at mileage 139.26 Belleville Subd. in Lot 33 between Concession 1 and Concession A, Township of Hamilton, County of Northumberland, Ont. replacing an existing level crossing; authorizing the construction of a temporary diversion of Highway No. 2; requiring the Railway to relocate the automatic protection from the existing crossing to the said temporary crossing and when the crossing is open for use of the public to close the existing crossing and upon completion of the overhead bridge to close the temporary crossing and to remove the automatic protection therefrom.

- R-2809 July 15 — Rescinding authority of Order No. 109741 which approved the location of flammable liquid bulk storage facilities of Delta Co-Operative Association Limited located at Unity, Sask., mileage 57.8 Unity Subd., C.N.R.
- R-2810 July 15 — Amending Order No. R-2539 which authorized the removal of the speed limitation at the crossing of the C.P.R. and St. Thomas Street in Joliette, P.Q., at mileage 6.46 St. Gabriel Subd.
- R-2811 July 15 — Approving restricted clearances on the siding serving Ayer Storage Limited in the Borough of Etobicoke County of York, Ont. off mileage 1.23 Canpa Subd., C.P.R. provided signs indicating less than standard clearances are erected.
- R-2812 July 15 — Approving changes in the automatic protection at the crossing of the C.N.R. and the highway in the Municipality of Laurier Station, P.Q., mileage 29.43 Drummondville Subd.
- R-2813 July 15 — Authorizing the R.M. of Enfield No. 94 to construct the Municipal Road across the C.N.R. between the SW1/4-19-19-5-W3M and the SE1/4-24-19-6-W3M, Sask. at mileage 16.80 Main Centre Subd. and upon completion requiring the Railway to close the existing crossing at mileage 16.84 Main Centre Subd.
- R-2814 July 15 — Authorizing the removal of the speed restriction at the crossing of the C.N.R. and Rectory Street in London, Ont. at mileage 76.84 Dundas Subd.
- R-2815 July 15 — Authorizing the Highways Department of Manitoba to construct an access road (Cypress Street) across the C.P.R. at mileage 36.81 Varcoe Subd. in the Village of Brookdale, R.M. of North Cypress, Man. and upon completion requiring the Railway to close the existing crossing at mileage 36.84 Varcoe Subd.
- R-2816 July 15 — Authorizing the Quebec Department of Roads to widen and improve Range 2 Road where it crosses the C.N.R. in the Mun. of the Parish of Ste-Luce, County of Rimouski, P.Q. at mileage 115.33 Mont Joli Subd.
- R-2817 July 15 — Approving the location of the proposed 5000 imperial gallon flammable liquid storage tank and associated piping of the Toronto, Hamilton and Buffalo Railway at Forest Avenue Yard in Hamilton, Ont.
- R-2818 July 15 — Authorizing the City of Calgary, Alta. to widen Bonnybrook Road (15th Street southeast) where it crosses the RCAF Spur at mileage 0.05 off mileage 173.60 Brooks Subd. C.P.R.
- R-2819 July 15 — Requiring the C.N.R. to install automatic protection at the crossing of their spur track and Wright Avenue in the City of Dartmouth, N.S., mileage 0.13 off mileage 9.42 Dartmouth Subd.

- R-2820 July 15 -- Authorizing the Alberta Department of Highways to construct a Municipal Road across the C.P.R. in the NE1/4-27-5-22-W4M near the town of Magrath in the M.D. of Cardston, Alta. at mileage 18.01 Cardston Subd. and upon completion requiring the Railway to close the existing crossing at mileage 17.96 Cardston Subd.
- R-2821 July 15 -- Declaring the crossing of the C.N.R. and Puska's road at mileage 243.22 Bala Subd. in the township of Secord, Ont. a public crossing and authorizing the Railways to improve the vision at the said crossing.
- R-2822 July 15 -- Authorizing the Nova Scotia Department of Highways to reconstruct Marriott's Cove Road where it crosses the C.N.R. at mileage 50.0 Chester Subd. in Lunenburg County, N.S. and requiring the Railways to install automatic protection at the said crossing.
- R-2823 July 15 -- Amending Order No. 125254 which authorized the City of Sault Ste. Marie, Ont. to widen Brule Road where it crosses the Algoma Central Railway at mileage 5.39 Soo Subd.
- R-2824 July 15 -- Amending Order No. R-1735 which authorized the removal of the speed limitation at the crossing of the C.P.R. and Highway No. 4 at Flesherton, Ont., mileage 37.57 Owen Sound Subd.
- R-2825 July 15 -- Dismissing application of the C.N.R. to discontinue the agency at Frenchman Butte, Sask., mileage 28.2 Bolney Subd.
- R-2826 July 15 -- Amending Order No. R-2233 which authorized the C.P.R. to install reflective signboards at certain crossings of its railway in the Provinces of Manitoba, Saskatchewan and Alberta.
- R-2827 July 18 -- Authorizing the Trans-Canada Pipe Lines Limited to construct a pipeline across and under the Napierville Junction Railway in Lot 320, Parish of St. Philippe, P.Q. near mileage 22.33 Napierville Subd.
- R-2828 July 19 -- Amending Order No. 119129 which authorized the construction of an overhead bridge carrying Highway No. 59 (Vansittart Street) across the relocated tracks of the C.P.R. in Lot 3, Concession 12, County of East Zorra, City of Woodstock, Ont., mileage 87.26 Galt Subd.
- R-2829 July 19 -- Amending Order No. 118677 which authorized the Township of Dunwich to improve Coyne Road where it crosses the Chesapeake and Ohio Railway Company and the New York Central Railroad Company, County of Elgin, Ont., mileage 106.8 No. 1 Subd. and mileage 135.98 Main Line Subd. respectively.
- R-2830 July 19 -- Amending Order No. R-437 by requiring the C.N.R. to construct a farm crossing at the location of former public crossing of their railway and Workman Road at mileage 262.11 Kingston Subd. and

the C.P.R. to construct a farm crossing at the location of former public crossing of its railway and Workman Road at mileage 132.98 Belleville Subd. in Lot 9, Concession A, Township of Hamilton, County of Northumberland, Ont.

R-2831 July 19 – Requiring C.P.R. to install automatic protection at the crossing of its railway and Hartford Avenue, in the city of West Kildonan, Man., at mileage 2.42 Winnipeg Beach Subd.

R-2832 July 19 – Requiring the C.N.R. and the C.P.R. to install automatic protection at the crossing of their railways and Shred Road, between Lots 8 and 9, Concession B, Twp. of Haldimand, Ont., at mileages 252.68 Kingston subd. and 123.55 Belleville Subd., respectively.

R-2833 July 19 – Authorizing the C.N.R. to remove the agent and close the station building at Port Hill, in P.E.I.

R-2834 July 19 – Requiring the C.N.R. to relocate the reflectorized signs from the crossing of their railway at mileage 37.77 Dunnville Subd., Ont., to another crossing and Durham Street in Port Colborne, at mileage 0.10 International Nickel Lead off mileage 18.76 Dunnville Subd.

R-2835 July 19 – Approving Service Station Contract between The Bell Telephone Company of Canada and La Compagnie Price Ltée (St. Honoré).

R-2836 July 19 – Approving Supplement No. 1 to Service Station Contract between The Bell Telephone Company of Canada and Price Brothers & Company Ltd. (St. Honoré).

R-2837 July 19 – Approving the restricted clearances on the siding serving Hinde and Dauch in the Borough of Etobicoke, County of York, Ont., off mileage 1.61 Canpa Subd. C.P.R. provided signs indicating less than standard clearances are erected.

R-2838 July 19 – Authorizing the Twp. of Pembroke to improve the view lines of the crossing of the Twp. Road and the C.N.R. between Lots 5 and 6, Concession 1, County of Renfrew, Ont., at mileage 84.1 Beachburg Subd.

R-2839 July 19 – Amending Order No. R-2581 which authorized the installation of automatic protection at the crossing of the Grand Falls Central Railway Company and Highway No. 42 in Botwood, Nfld., at mileage 21.05 Main Line Subd.

R-2840 July 19 – Approving Supplement No. 2 to Service Station Contract between The Bell Telephone Company of Canada and the Municipality of the Twp. of North Norwich.

R-2841 July 19 – Authorizing the Chesapeake and Ohio Railway Company to remove the agent at Ruthven, Ont., provided the station agent at Leamington, visits Ruthven to carry out certain duties.

- R-2842 July 19 – Amending Order No. R-1519 concerning the protection at the crossing of the C.N.R. and public roads at mileage 55.53 Forest Subd., and mileage 46.08 Goderich Subd., Ont.
- R-2843 July 19 – Approving an Agreement between The Bell Telephone Company of Canada and the Canadian Overseas Telecommunication Corporation governing the T.W.X.-Telex interconnection for overseas service.
- R-2844 July 19 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Mill street, in the City of Saint John, N.B., at mileage 2.09 McAdam Subd.
- R-2845 July 19 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Stevenson road, City of Oshawa, Ont., at mileage 1.59 Oshawa spur, Belleville Subd.
- R-2846 July 19 – Authorizing the City of Winnipeg to reconstruct and widen Saskatchewan Avenue where it crosses the C.P.R. spur track between Empress Street and Midland Street, Man.
- R-2847 July 19 – Authorizing the C.P.R. to operate its engines, cars and trains past the less than standard side clearances along the private siding tracks serving Allan Potash Mines off mileage 1.29 of the Main Lead Track near mileage 159.96 Watrous Subd., at Allan, Sask.
- R-2848 July 19 – Amending Order No. 118824 which authorized the Twp. of Dunwich to improve the Townline Rd. where it crosses the C & O Rly. Co. and the New York Central Railroad Co. between the Twp. of Aldborough, & Twp. of Dunwich, County of Elgin, Ont., mileage 104.60 No. 1 Subd. and mileage 138.20 Main Line Subd., respectively.
- R-2849 July 19 – Approving the restricted clearances on the private siding serving A & L Plywood Co., Town of Chapleau, District of Sudbury, Ont., opposite mileage 1.77 White River Subd., C.P.R., provided signs indicating less than standard clearances are erected.
- R-2850 July 19 – Authorizing the City of Grand Forks, B.C. to construct a pedestrian walkway across the C.P.R., at mileage 94.48 Boundary Subd.
- R-2851 July 19 – Rescinding authority of Order No. 108350 which authorized the location of the flammable liquid warehouse facilities of Imperial Oil Ltd., at Maymont, Sask., mileage 53.43 Langham Subd. C.N.R.
- R-2852 July 19 – Authorizing the City of Kingston, Ont., to construct a road to connect LaSalle Causeway with Place d'Armes, across the C.N.R., at mileage 1.71 Hanley Spur.
- R-2853 July 19 – Amending Order No. R-2210 which authorized the removal of the agent and the appointment of caretaker at Killaly, Sask., mileage 117.2 Neudorf Subd. C.P.R.

- R-2854 July 19 — Rescinding authority of Order No. 124214 and approving the location of flammable liquid bulk storage and transfer facilities at Kitwanga, B.C., near mileage 73.07 Bulkley Subd. C.N.R.
- R-2855 July 19 — Authorizing the C.N.R. to reconstruct the existing bridge at mileage 4.7 Tormentine Subd., in N.B.
- R-2856 July 19 — Authorizing the Twp. of Hamilton and the Town of Port Hope to construct a subway carrying Hamilton Road under the C.P.R. at mileage 140.01 Belleville Subd., between the West Half of Lot 35, Concession 1, Twp. of Hamilton, and the Town of Port Hope, Ont., replacing an existing crossing at the same location and authorizing the Railway to construct a temporary diversion of its railway across Hamilton Road and upon completion of the subway to remove the temporary diversion.
- R-2857 July 19 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Golf Street, in the City of Loretteville, P.Q., at mileage 9.20 St. Raymond Subd.
- R-2858 July 19 — Authorizing the C.P.R. to remove the caretaker at Bawlf, Alta., mileage 53.2 Wetaskiwin Subd.
- R-2859 July 19 — Authorizing the C.P.R. to remove the caretaker at Botha, Alta., mileage 49.3 Lacombe Subd.
- R-2860 July 19 — Dismissing application of the C.N.R. to discontinue their agency at Mayfair, Sask., mileage 22.4 Robinhood Subd.
- R-2861 July 19 — Approving the removal of the speed limitation at the crossing of the C.N.R. and a public road, east of Margo Station, Sask., mileage 64.69 Margo Subd.
- R-2862 July 19 — Authorizing the C.P.R. to remove the caretaker at Fusilier, Sask., mileage 30.5 Coronation Subd.
- R-2863 July 19 — Authorizing the C.P.R. to remove the caretaker at Gadsby, Alta., mileage 42.1 Lacombe Subd.
- R-2864 July 19 — Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-2865 July 19 — Approving the temporary structure to carry the tracks of the C.P.R. across the sewer collector at mileage 6.76 Winchester Subd., in the vicinity of Sources Road, Town of Pointe-Claire, P.Q.
- R-2866 July 19 — Authorizing the C.P.R. to remove the station agent at Gronlid, Sask., mileage 101.3 Melfort Subd., provided a resident caretaker is appointed to perform certain duties.

- R-2867 July 19 – Approving the location of the proposed new 12' x 24' office building of Shell Canada Ltd. at its flammable liquid bulk marketing plant in Ituna, Sask., near mileage 34.5 Watrous Subd. C.N.R.
- R-2868 July 19 – Rescinding authority of Order No. R-2200 and approving the location of the proposed additional 14' x 28' office building and existing tank truck transfer facilities of Imperial Oil Ltd., at Imperial, Sask., near mileage 58.8 Colonsay Subd. C.P.R.
- R-2869 July 19 – Dismissing application of the C.N.R. to remove the caretaker and the station building at St. Anselme, P.Q., mileage 203.2 Monk Subd.
- R-2870 July 19 – Amending Order No. 123217 which authorized the National Capital Commission to construct an industrial track lead in the City of Ottawa, Ont., a distance of 2,777.9 feet from points "A" to "B" to "D".
- R-2871 July 19 – Approving the location of the proposed flammable bulk storage and transfer facilities of Pacific Petroleums Ltd., at Cardston, Alta. C.P.R.
- R-2872 July 19 – Approving the location of the proposed additional 12,500 Imperial gallon flammable liquid storage tank and associated pumping and piping equipment of the Spiritwood and District Co-operative Association Ltd., at Spiritwood, Sask., near mileage 49.5 Amiens Subd. C.N.R.
- R-2873 July 19 – Authorizing the C.P.R. to make changes to its signals on its Windsor Subd., Ont., between mileage 19 to mileage 32.2, mileage 77 to mileage 91 and mileage 94 to mileage 111.
- R-2874 July 19 – Authorizing the City of Brandon to reconstruct and improve 8th Street overhead bridge at mileage 133.0 Carberry Subd. C.P.R., Man.
- R-2875 July 19 – Authorizing the C.P.R. to operate its engines, cars and trains on the private siding, serving Dominion Lumber Winnipeg Ltd., which crosses Pacific Avenue near mileage 0.56 La Riviere Subd., City of Winnipeg, Man.

Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-3191

BY ITS RAILWAY TRANSPORT COMMITTEE

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IN THE MATTER OF the Regulations Governing Applications to Discontinue Railway Passenger-Train Service made by Order No. R-1421 dated February 9, 1968:

File No. 27563

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The Regulations Governing Applications to Discontinue Railway Passenger-Train Service made by Order No. R-1421, dated February 9, 1968, are amended by adding thereto the following clauses:

"Passenger
trains on a
trial basis

8 (1) Subject to subclause (2) of this clause, when a company initiates a passenger-train service on a trial basis only, these regulations shall not apply in respect of any train comprised in such trial service, from the date on which such trial service actually begins and for a period of two years thereafter, or until such trial service is withdrawn, whichever date is earlier.

(2) The provisions of subclause (1) of this clause apply only if

- (a) thirty days prior to the inauguration of a passenger-train service on a trial basis, the company has posted in all stations on the line to be served, a notice indicating clearly that such train or trains are placed in service on a trial basis only;
- (b) upon posting the said notice, the company forwards a copy thereof to the Secretary; and

(c) the train or trains comprised in such trial service are published in the public time-tables of the company.

9. Thirty days before discontinuing any train placed in service on a trial basis, the company shall post in all stations served by such train, a notice to that effect and shall forward a copy of the notice to the Secretary.”

Dated at Ottawa, this 28th day of August, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-3019

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rates on Lead or Zinc Concentrates from Tadanac, British Columbia, to Anaconda, Montana:

File No. 40615.40

UPON application of the Canadian Pacific Railway Company—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability is authorized to the extent of the valuations stated herein in respect of the undermentioned rates on Lead or Zinc Concentrates, carload minimum weight 90% of marked capacity of car used but not less than 140,000 pounds, from Tadanac, British Columbia, to Anaconda, Montana:

(*) Rates per 2,000 pounds	When valuation per 2,000 pounds does not exceed
\$ 9.46	\$ 60.00
9.76	70.00
10.23	80.00
10.53	90.00
10.84	100.00
11.30	110.00
11.61	120.00

(*) (Not subject to Tariff of Increased Rates and Charges X-256, Agent G.H. Mitchell's C.T.C.(F) No. 746)

Dated at Ottawa, this 6th day of August, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-3073

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rates on Carpets or Rugs, manufactured from Synthetic Fibre Yarn with a cellulose base, from Cornwall, Ontario, to Halifax, Nova Scotia and Saint John (East Side or West Side), New Brunswick, for export:

File No. 40615.41

UPON application of W.P. Coughlin of the Canadian Freight Association, on behalf of the Canadian National Railways and Canadian Pacific Railway Company, for whom he is Agent—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding One Dollar (\$1.00) per pound is authorized in respect of rate of 96 cents per 100 pounds, carload minimum weight 40,000 pounds, and rate of 88 cents per 100 pounds, carload minimum weight 50,000 pounds, on Carpets or Rugs, manufactured from Synthetic Fibre Yarn with a cellulose base, from Cornwall, Ontario, to Halifax, Nova Scotia, and Saint John (East Side or West Side), New Brunswick, for export.

The above rates are to be indicated as being subject to increases provided in Items 220 only of Tariffs of Increased Rates and Charges X-212 and X-223-A, and also subject to increases provided in Tariffs of Increased Rates and Charges X-256 and X-259-A, Agent W.P. Coughlin's C.T.C. Nos., respectively, (F) 1581, (F) 1657, (F) 1759 and (F) 1795.

Dated at Ottawa, this 12th day of August, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-3083

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rates on Fish and Fish Scraps, for manufacture of Animal Food, frozen, unfit for human consumption, from St. Andrews and Saint John, New Brunswick, to Highwater, Quebec, Fergus and Shallow Lake, Ontario:

File No. 40615.42

UPON application of W.P. Coughlin of the Canadian Freight Association, on behalf of the Canadian National Railways and Canadian Pacific Railway Company, for whom he is Agent—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding three cents per 100 pounds is authorized in respect of the undermentioned rates on Fish and Fish Scraps, for manufacture of Animal Food, Frozen, unfit for human consumption, carload minimum weight 80,000 pounds:

<u>From</u>	<u>To</u>	<u>Rates in Cents per 100 pounds</u>
St. Andrews, N. B. }	Highwater, Quebec	60
	Fergus, Ontario.	86
Saint John, N. B. }	Shallow Lake, Ontario.	101

Dated at Ottawa, this 16th day of August, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-3084

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rates on Ore from Osborne Lake, Manitoba, to Stall Lake, Manitoba:

File No. 40615.43

UPON application of the Canadian National Railways—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding \$40.00 per 2,000 pounds, is authorized in respect of the following rates on Ore, carloads, minimum weight 90% of marked capacity of car used, except when loaded to full visible or cubical capacity actual weight but not less than 90,000 pounds, from Osborne Lake, Manitoba, to Stall Lake, Manitoba, as Proportional rates, applicable only on shipments destined Flin Flon, Manitoba:

- A — 70 cents per 2,000 pounds — Applicable on annual aggregate tonnage in excess of 540,000 tons, up to and including 700,000 tons.
- B — 64 cents per 2,000 pounds — Applicable on annual aggregate tonnage in excess of 700,000 tons, up to and including 790,000 tons.
- C — 65 cents per 2,000 pounds — Applicable on annual aggregate tonnage in excess of 790,000 tons, up to and including 900,000 tons.

Dated at Ottawa, this 16th day of August, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-3085

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rates on Ore from Chisel Lake and Stall Lake, Manitoba, to Flin Flon, Manitoba:

File No. 40615.44

UPON application of the Canadian National Railways—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding \$40.00 per 2,000 pounds, is authorized in respect of the following rates on Ore, carloads, minimum weight 90% of marked capacity of car used, except when loaded to full visible or cubical capacity actual weight but not less than 90,000 pounds, from Chisel Lake and Stall Lake, Manitoba, to Flin Flon, Manitoba:

- A — 233 cents per 2,000 pounds — Applicable on annual aggregate tonnage in excess of 540,000 tons, up to and including 700,000 tons.
- B — 227 cents per 2,000 pounds — Applicable on annual aggregate tonnage in excess of 700,000 tons, up to and including 790,000 tons.
- C — 211 cents per 2,000 pounds — Applicable on annual aggregate tonnage in excess of 790,000 tons, up to and including 900,000 tons.

Dated at Ottawa, this 16th day of August, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-3144

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rate on Concentrates, Nickel, from Fort Saskatchewan, Alberta, to Vancouver and North Vancouver, British Columbia, for export:

File No. 40615.45

UPON application of G.H. Mitchell of the Canadian Freight Association (Western Lines), on behalf of the Canadian National Railways, for whom he is Agent –

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding \$100.00 per 2,000 pounds is authorized in respect of rate of \$8.80 per 2,000 pounds on Concentrates, Nickel, carload minimum weight 140,000 pounds, from Fort Saskatchewan, Alberta, to Vancouver and North Vancouver, British Columbia, for export.

Dated at Ottawa, this 20th day of August, 1968.

(Sgd.) C.W. RUMP,
Secretary,
Railway Transport Committee.

**SUMMARY OF ORDERS ISSUED BY
THE RAILWAY TRANSPORT COMMITTEE**

*(Denotes Order printed in full)

- R-2876 July 22 - Requiring the C.N.R. to relocate the reflectorized signs from the crossing of their railway at mileage 92.05 Newmarket Subd., Ont., to another crossing and Snider Street in Port Colborne, at mileage 0.84 Elm Street Spur off mileage 19.61 Dunnville Subd.
- R-2877 July 22 - Amending Order No. 117904 which authorized the County of Peel to construct a subway replacing an existing crossing, carrying Dixie Road (County Road No. 4) across the C.N.R. between Lots 5 and 6, Concession 2, S.D.S., Twp. of Toronto, County of Peel, Ont., mileage 10.19 Oakville Subd.
- R-2878 July 22 - Authorizing the C.P.R. to construct an additional track across the Municipal Road between the SE1/4-9 and the SW1/4-10-26-4-W5M, in the M.D. of Rocky View No. 44, Alta., at mileage 24.01 Laggan Subd.
- R-2879 July 22 - Approving the location of the proposed new 10' x 20' office extension and additional flammable liquid bulk storage and transfer facilities of Shell Canada Ltd., at Gillam, Man., near mileage 326.1 Thicket Subd. C.N.R.
- R-2880 July 22 - Approving Appendix "A", Alternate Appendix "B", Supplement Nos. 1, 2, 3 and 4 of a new Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone Continental Ltée (Division Chateau Richer).
- R-2881 July 22 - Approving Supplement No. 9 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Téléphone du Chateau Richer Enrg.
- R-2882 July 22 - Approving tolls published in Supplement No. 1 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-2883 July 22 - Approving toll published in Supplement No. 8 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-2884 July 22 - Approving tolls published in Supplement No. 2 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-2885 July 22 - Approving tolls published in Supplement No. 8 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.

- R-2886 July 22 - Approving tolls published in Agreed Charge Tariff filed by the C.P.R. under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Order No. 123014.
- R-2887 July 22 - Approving the portion of the proposed flammable liquid tank car transfer facilities of Texaco Canada Ltd. located on the C.P.R. at Annapolis Royal, N.S., near mileage 58.0 Kentville Subd.
- R-2888 July 22 - Approving Supplement No. 1 to Traffic Agreement between The Bell Telephone Company of Canada and Telephone St. Bonaventure d'Upton (1966) Inc.
- R-2889 July 22 - Approving the portion of the proposed Class II flammable liquid tank car transfer facilities of the Irving Oil Co. Ltd. located on the C.N.R. at South Devon, N.B. near mileage 109.08 Nashwaak Subd.
- R-2890 July 22 - Authorizing the Twp. of Murray to widen and improve Barcovan Beach Road where it crosses the C.N.R. at mileage 237.59 Kingston Subd. and the C.P.R. at mileage 108.29 Belleville Subd., Twp. of Murray, County of Northumberland, Ont.
- R-2891 July 22 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Ninth Street, in the City of North Bay, Ont., mileage 0.43 Cartier Subd.
- R-2892 July 22 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road at Watt, N.B., mileage 1.16 St. Andrews Subd.
- R-2893 July 22 - Approving Appendix "A" and Supplement Nos. 15 and 16 to Traffic Agreement between The Bell Telephone Company of Canada and Telecommunications Richelieu Limitée (Division St. Hyacinthe).
- R-2894 July 23 - Authorizing the C.N.R. to operate engines, cars and trains over the pedestrian subway in the City of Roberval, P.Q., mileage 11.82 Roberval Subd.
- R-2895 July 23 - Rescinding authority of Order No. R-721 which authorized the location of the proposed additional flammable liquid storage facilities of Imperial Oil Ltd., at Byemoor, Alta., near mileage 34.0 Endiang Subd. C.N.R.
- R-2896 July 23 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge carrying their tracks across the Lachine Canal, City of Montreal, P.Q., at mileage 1.11 Montreal Subd.
- R-2897 July 23 - Approving revisions to tariffs filed by The Bell Telephone Company of Canada.

- R-2898 July 23 – Authorizing the Quebec Department of Roads to widen St. Andre North Range Road where it crosses the C.P.R., at mileage 32.40 Adirondack Subd., at St. Philippe, P.Q.
- R-2899 July 23 – Approving Supplement No. 1 to Service Station Contract between The Bell Telephone Company of Canada and Price Brothers & Company Ltd. (Milot).
- R-2900 July 23 – Approving the new Service Station Contract between The Bell Telephone Company of Canada and La Compagnie Price Ltée (Milot).
- R-2901 July 23 – Approving changes in the automatic protection at the crossing of the C.N.R. and Eastern Avenue in the Town of Acton, Ont., at mileage 35.48 Guelph Subd.
- R-2902 July 23 – Approving changes in the automatic protection at the crossing of the C.N.R. and 4th Line Road, between Concessions 3 and 4 in Lot 6, Twp. of Eramosa, Ont., mileage 42.19 Guelph Subd.
- R-2903 July 23 – Authorizing the C.N.R. to reconstruct their bridge at mileage 11.8 Oakville Subd., Ont.
- R-2904 July 23 – Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 590, near Kakabeka Falls, Ont., mileage 21.95 Kashabowie Subd.
- R-2905 July 23 – Assessing the cost of maintenance of the crossing of a highway over the Moose Jaw Northwesterly Branch of the Grand Trunk Pacific Branch Lines Co. (now C.N.R.) on the **blind line** between Sections 16 and 21, Twp. 21, Range 4, W3M, Sask. on the **Town** of Central Butte.
- R-2906 July 23 – Approving changes in the automatic protection at the crossing of the C.N.R. and County Road No. 75, in the County of Wellington, Ont., at mileage 43.98 Guelph Subd.
- R-2907 July 23 – Approving changes in the automatic protection at the crossing of the C.N.R. and County Road No. 16, County of Simcoe, Village of Lefroy, Ont., at mileage 51.89 Newmarket Subd.
- R-2908 July 23 – Approving changes in the automatic protection at the crossing of the C.N.R. and Whitchurch Twp. Road at Pine Orchard, Ont., mileage 35.44 Bala Subd.
- R-2909 July 23 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road at Bigwood, Ont., mileage 84.90 Parry Sound Subd.
- R-2910 July 23 – Authorizing the Twp. of Nassagaweya to reconstruct the Twp. Road where it crosses the C.P.R. at mileage 38.85 Galt Subd.

between Concessions 2 and 3, in Lot 6, Twp. of Nassagaweya, Ont., and requiring the Railway to install automatic protection at the said crossing.

- R-2911 July 23 – Amending Order No. 124084 concerning the allocation of cost of installing automatic protection at the crossing of the C.N.R. and Howe Avenue, City of Halifax, N.S., mileage 0.34 Chester Subd.
- R-2912 July 23 – Approving the reflectorized signs installed at the crossing of the C.N.R. and a public road at mileage 1.02 Hickson Spur off mileage 49.44 Dundas Subd., Ont.
- R-2913 July 23 – Authorizing the Quebec Department of Roads to construct a subway carrying Hwy. No. 2C across the C.N.R. at Town of Duberger, P.Q., at mileage 3.75 Lairt Subd., eliminating an existing level crossing; authorizing the Railways to construct a temporary deviation of their railway; authorizing the Department of Roads to construct a temporary diversion of the highway across the temporary deviation of the railway; requiring the C.N.R. to install automatic protection at the said temporary crossing and upon completion of the subway to relocate the track to its permanent position and at grade across the previously mentioned temporary road diversion and to relocate the automatic protection to the new temporary crossing and upon completion of the subway to close the temporary crossing and remove the automatic protection therefrom.
- R-2914 July 23 – Approving the new Traffic Agreement, Appendix “A”, Alternate Appendix “B” and Supplement No. 1 between The Bell Telephone Company of Canada and La Compagnie de Téléphone de Manseau Inc.
- R-2915 July 23 – Approving Supplement No. 3 to Traffic Agreement between The Bell Telephone Company of Canada and Le Téléphone Manseau.
- R-2916 July 23 – Approving Revised Appendix “A” to Traffic Agreement between The Bell Telephone Company of Canada and Téléphone de Ste-Françoise.
- R-2917 July 23 – Authorizing the C.N.R. to operate their engines, cars and trains over the industrial spur track which commences at mileage 16.02 Halton Subd., Town of Brampton, Ont. and the crossing of Railroad Street (unopened) and over the private siding extension serving Dixie Cup Company Canada Ltd., and across Nelson Street.
- R-2918 July 23 – Authorizing the removal of the speed limitation at the crossing of the Algoma Central Railway and Provincial Highway No. 550, in Sault Ste. Marie, Ont., at mileage 2.8 Soo Subd.

- R-2919 July 23 - Approving Supplements Nos. 10 and 11 to Traffic Agreement between The Bell Telephone Company of Canada and the Dunnville Consolidated Telephone Company Ltd.
- R-2920 July 23 - Approving Appendix "A" and Supplement Nos. 6, 7 and 8 to Traffic Agreement between The Bell Telephone Company of Canada and the Ernestown Rural Telephone Company Ltd.
- R-2921 July 23 - Approving the restricted clearances on the siding serving Swift Canadian Ltd., in the Borough of Etobicoke, County of York, Ont., opposite mileage 1.03 Canpa Subd. C.P.R. provided signs indicating less than standard clearances are erected.
- R-2922 July 23 - Approving Supplement No. 8 to Traffic Agreement between The Bell Telephone Company of Canada and the Telephone System of the Mun. of the Twp. of Mornington.
- R-2923 July 23 - Approving Appendix "A" to Traffic Agreement between The Bell Telephone Company of Canada and Telebec Inc.
- R-2924 July 25 - Amending Order No. 122660 which authorized the installation of automatic protection at the crossing of the C.N.R. and Provincial Road No. 464, near Inglow, in Man., mileage 113.41 Rivers Subd.
- R-2925 July 26 - Extending the time within which the C.P.R. is required to install automatic protection at the crossing of its railway and Baseline Road in the Township of Darlington, Ont. at mileage 168.22 Belleville Subd.
- R-2926 July 29 - Amending Order No. 117607 which authorized the Quebec Department of Roads to reconstruct Front Range Road 8 where it crosses the C.N.R. in the Mun. of the Parish of St. Cajetan d'Armagh, County of Bellechasse, P.Q. at mileage 169.94 Monk Subd.
- R-2927 July 29 - Allocating the cost of the reconstruction by the Quebec Department of Roads of the overhead bridge carrying Highway No. 2 across the C.N.R. in the City of Lauzon, County of Levis, P.Q. at mileage 110.76 Montmagny Subd.
- R-2928 July 29 - Authorizing the Town of Whitby to reconstruct the overhead bridge carrying Cochrane Street across the C.P.R. at mileage 179.43 Belleville Subd. between Lots 28 and 29, Concession 2, Ont.
- R-2929 July 29 - Requiring the C.P.R. to install automatic protection in lieu of the existing protection at the crossing of its railway and John Street in the City of Toronto, Ont. at mileage 0.74 King Street Yard Tracks off mileage 0.95 Galt Subd.

- R-2930 July 29 — Requiring the C.P.R. to install automatic protection at the crossing of its wye tracks and Provincial Trunk Highway No. 18 in Bienfait, Sask. off mileage 147.6 Estevan Subd. and upon completion requiring the Railway to relocate the existing reflectorized signs to another crossing of its railway and a public road at mileage 51.93 Varcoe Subd., Man.
- R-2931 July 29 — Requiring the C.N.R. to improve the existing automatic protection at the crossing of their railway and Park Street in the City of Kitchener, Ont. at mileage 63.40 Belleville Subd.
- R-2932 July 29 — Allocating the costs of placing reflective markings on the sides of railway cars of the C.N.R. during the period of July 1 to December 31, 1967
- R-2933 July 29 — Amending Order No. 121593 which authorized the installation of protection at the crossing of the C.N.R. and Joliette Street in the City of Lauzon, P.Q. at mileage 113.30 Montmagny Subd.
- R-2934 July 29 — Authorizing the C.N.R. to construct a siding across a public road at mileage 252.28 Rivers Subd. west of the SW1/4-3-21-2 W2M in the R.M. of Fertile Belt, Sask.
- R-2935 July 29 — Authorizing the C.N.R. to construct a private siding across Hill Road extension in the R.M. of Alberton, Ont. at mileage 0.07 off mileage 94.34 Fort Frances Subd.
- R-2936 July 29 — Authorizing the Ontario Department of Highways to widen and improve Highway No. 47 where it crosses the C.N.R. in Goodwood, Ont. at mileage 35.30 Uxbridge Subd. and requiring the Railways to relocate the existing automatic protection to provide for the widened crossing.
- R- 2937 July 29 — Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 27.13 and 27.64 on both sides of its Indian Head Subdivision, Sask.
- R-2938 July 29 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road between Sections 5 and 6-13-22-WPM in the Mun. of Blanshard, being the 4th crossing west of Myra, Man. at mileage 153.50 Rivers Subd.
- R-2939 July 29 — Authorizing the C.N.R. to operate their engines, cars and trains over the bridge carrying their Redwater Spur across and over Highway No. 15 near Fort Saskatchewan Alta. at mileage 0.6 Redwater Spur off mileage 114 Vegreville Subd.
- R-2940 July 29 — Approving changes in the automatic protection at the crossing of the C.P.R. and Barthelemy Range Road in the Town of

Louiseville, County of Maskinonge, P.Q. at mileage 61.47 Trois Rivières Subd.

- R-2941 July 29 – Authorizing the County of Frontenac to widen County Road No. 2 where it crosses the C.N.R. at mileage 180.27 Kingston Subd. in the Village of Collins Bay, Ont. and requiring the railway to relocate the existing automatic protection to provide for the widened crossing.
- R-2942 July 29 – Amending Order No. R-1253 which authorized the C.P.R. to construct a branch line of railway approximately 11.4 miles in length near Rocanville, Sask., mileage 50.74 Neudorf Subd.
- R-2943 July 29 – Authorizing the C.N.R. to construct a siding track across the public road between the SE1/4-33 and the SW1/4-34-21-4-W2M Sask. at mileage 265.51 Rivers Subd.
- R-2944 July 29 – Authorizing the R.M. of Eye Hill No. 382 to reconstruct the Municipal Road where it crosses the C.P.R. in the NE1/4-4 and the NW1/4-3-39-28-W3M, Sask. at mileage 63.10 Hardisty Subd.
- R-2945 July 29 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and Montee Bowman, Champlain Area, P.Q. at mileage 5.67 Rouses Point Subd.
- R-2946 July 29 – Authorizing the C.N.R. to remove their station agent at Plato Sask. provided a drop depot is established at Plato.
- R-2947 July 29 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and River Road in the District of Maple Ridge, B.C. at mileage 101.4 Cascade Subd.
- R-2948 July 29 – Approving the restricted clearances at the siding serving the Coleman Lamp and Stove Company in the Borough of Etobicoke, County of York, Ont. in the vicinity of mileage 1.11 Canpa Subd., C.P.R. provided that signs indicating less than standard clearances are erected.
- R-2949 July 29 – Authorizing the C.N.R. to operate their engines, cars and trains on the private siding serving Dow Chemical of Canada Limited crossing a public road near the City of Edmonton, County of Strathcona No. 20, Alta. near mileage 110.75 Vegreville Subd.
- R-2950 July 29 – Extending the time within which the Penn Central Company is required to install automatic protection in lieu of the existing protection at the crossing of its railway and White Street in the City of St. Thomas, Ont. at mileage 115.47 Main Line Subd.
- R-2951 July 29 – Extending the time within which the Penn Central Company is required to install automatic protection at the crossing of its

- railway and Mull Side Road (Kent County Road No. 38) in Mull, Ont., mileage 164.53 N.F. Main Line Subd.
- R-2952 July 29 — Authorizing the removal of speed limitation at the crossing of the C.N.R. and Prest Road in B.C. at mileage 70.33 Yale Subd.
- R-2953 July 29 — Authorizing the Detroit, Toledo and Ironton Railroad Company to operate its trains over and upon the tracks of the Penn Central Company and the C.P.R. between the International Boundary and the Windsor Yard of the C.P.R. until such time as certain agreements have been sanctioned or refuted by the Governor-in-Council.
- R-2954 July 29 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and 11th Avenue in Roxboro, P.Q. at mileage 5.03 Montfort Subd.
- R-2955 July 29 — Approving the agreement between the British Columbia Telephone and the Alberta Government Telephone concerning the construction and maintenance and operation of telephone facilities within certain limits in Alberta.
- R-2956 July 29 — Authorizing the C.N.R. to remove their station agent at Demaine, Sask. provided a drop depot is established at Demaine, at mileage 28.9 Beechy Subd.
- R-2957 July 29 — Approving the location of the proposed flammable liquid bulk marketing plant of the Pioneer Co-Operative Association Limited at Stewart Valley, Sask. near mileage 20.03 Stewart Valley Subd.
- R-2958 July 29 — Approving revision to tariffs filed by the Bell Telephone Company of Canada
- R-2959 July 29 — Approving revision to tariffs filed by the Bell Telephone Company of Canada
- R-2960 July 29 — Authorizing removal of the speed limitation at the crossing of the C.P.R. and Broadway Street in the City of Yorkton, Sask., mileage 26.07 Wynyard Subd.
- R-2961 July 29 — Authorizing the Ontario Department of Highways to reconstruct Highway No. 19 where it crosses the C.N.R. at mileage 94.38 Cayuga Subd. in the Town of Tillsonburg, County of Oxford, Ont. and requiring the Railways to relocate the existing automatic protection to provide for the widened crossing.
- R-2962 July 29 — Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road at East York, Ont. at mileage 1.1 Leaside Branch Bala Subd.

- R-2963 July 29 – Authorizing the Town of Saltcoats to construct an access road to the Saltcoats Regional Park across the C.P.R. at mileage 7.79 Wynyard Subd., Sask. and upon completion requiring the Railway to close the existing crossing at mileage 7.90 Wynyard Subd.
- R-2964 July 29 – Authorizing the removal of speed limitation at the crossing of the Chesapeake and Ohio Railway Company and Colbourne Street in Chatham, Ont. at mileage 17.9 No. 2 Subd.
- R-2965 July 29 – Amending Order No. 124120 which authorized the C.P.R. to remove the station agent at Lac Vert, Sask., mileage 55.2 Melfort Subd.
- R-2966 July 30 – Authorizing the C.P.R. to construct a permanent diversion of its main track between mileages 100.80 and 100.98 Kingston Subd., and to temporarily cross Division St., in the City of Kingston, Ont.; authorizing the City to construct overhead bridges carrying the permanent deviation of Division St., across the permanent diversion of the C.P.R. at mileage 100.88, replacing an existing crossing at mileage 100.90; and across the C.N.R., at mileage 173.91 Kingston Subd., replacing an existing crossing at mileage 173.89; and requiring the Railways to relocate and improve respectively the automatic protection at their existing crossings and upon completion of the overhead bridges to remove the protections and close the crossings.
- R-2967 July 30 – Amending Order No. 124632 which authorized the City of Red Deer, Alta. to construct a subway carrying 67th Street across the C.P.R. between NE1/4-19 and the SE1/4-30-38-27-W4M at mileage 3.34 Leduc Subd.
- R-2968 July 30 – Amending Order No. 119309 which authorized the installation of automatic protection at the crossing of the C.N.R. and Pleasant Street in the Town of Truro, N.S. at mileage 63.67 Bedford Subd.
- R-2969 July 31 – Authorizing the Alberta Resources Railway Corporation to construct an interchange connection with the Northern Alberta Railways at mileage 233.7 of its railway and mileage 49.3 Grande Prairie Subdivision, N.A.R. in the City of Grande Prairie, Alta.

- R-2970 August 1 – Amending Order Nos. 64584, 95917, 66462, 64928, 64650 and 64593 of the Board of Transport Commissioners for Canada pertaining to diamond crossings on the Canada Division of the Penn Central Company in Ontario, limiting the speed of trains over the diamond crossings as provided by the Uniform Code of Operating Rules.
- R-2971 August 6 – Approving changes in the automatic protection at the crossing of the C.N.R. and Manse Road, west of Port Union, Ont., at mileage 319.90 Kingston Subd.
- R-2972 August 6 – Approving changes in the automatic protection at the crossing of the C.N.R. and County Road No. 20 at Simcoe, Ont., mileage 71.40 Newmarket Subd.
- R-2973 August 6 – Authorizing the Town of Trenton to construct Frederick Street across the C.N.R. at mileage 31.41 Marmora Subd. Ont.
- R-2974 August 6 – Approving changes in the automatic protection at the crossing of the C.N.R. and Grand Range Road, west of St. Hyacinthe, P.Q., at mileage 43.27 St. Hyacinthe Subd.
- R-2975 August 6 – Exempting the C.P.R. from erecting and maintaining right of way fences on the north side of its Carberry Subd. in Man., between mileages 44.38 and 44.63.
- R-2976 August 6 – Approving changes in the automatic protection at the crossing of the C.N.R. and County Road No. 21, north of Orillia, Ont., at mileage 89.87 Newmarket Subd.
- R-2977 August 6 – Authorizing the United Counties of Prescott and Russell to widen County Road No. 9 where it crosses the C.P.R. at mileage 50.77 Montreal & Ottawa Subd. at Plantagenet, Ont. and requiring the Railway to relocate the automatic protection to provide for the widened crossing.
- R-2978 August 6 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Nash Road in Stoney Creek, Ont., at mileage 38.56 Grimsby Subd.
- R-2979 August 6 – Authorizing the Quebec Department of Roads to realign and improve Montée de la Cabane Ronde where it crosses the C.P.R. in the Parish of St-Henri de Mascouche, L'Assomption County, P.Q., at mileage 17.26 Trois Rivières Subd.
- R-2980 August 6 – Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 7 in the Town of Acton, Ont., at mileage 35.69 Guelph Subd.

- R-2981 August 6 – Amending Order No. R-388 by requiring the C.N.R. to install automatic protection at the crossing of their railway at Chemin Est de la Tortue in the Town of Delson, P.Q., at mileage 77.93 Massena Subd.
- R-2982 August 6 – Authorizing the removal of speed limitation at the crossing of the C.N.R. and a public road in L'Assomption, P.Q., at mileage 116.38 Joliette Subd.
- R-2983 August 6 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road at mileage 77.85 Camrose Subd., Alta.
- R-2984 August 6 – Approving changes in the automatic protection at the crossing of the C.N.R. and Millen Road, east of Stoney Creek, Ont. at mileage 35.87 Grimsby Subd.
- R-2985 August 6 – Amending Order No. R-417 which authorized the City of Montreal to widen and improve the intersection of Church and St. Patrick Streets where it crosses the C.P.R. at mileage 3.80 South Bank Branch. P.Q.
- R-2986 August 6 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road at Clover Bar, Alta. at mileage 259.21 Wainwright Subd.
- R-2987 August 6 – Exempting the C.P.R. from erecting and maintaining right of way fences on the north side of its Glenboro Subd. in Man., between mileages 28.02 and 28.52.
- R-2988 August 6 – Authorizing the City of Regina to reconstruct and widen Toronto Street where it crosses the C.P.R. siding serving Rutley Lumber near mileage 88.04 Tyvan Subd., Sask.
- R-2989 August 6 – Authorizing the C.P.R. as lessee of the Guelph Junction Railway Company to construct and maintain extensions of its north and south industrial spurs commencing near mileage 34.14 Goderich Subd., to cross Silvercreek Parkway, Lewis Road and Royal Road in the City of Guelph, Ont.
- R-2990 August 6 – Amending Order No. 105058 which authorized the C.P.R. to construct and maintain an extension to the industrial lead track serving Court Galvanizing Limited across Dawson Road in the City of Guelph, Ont., mileage 34.14 Goderich Subd.
- R-2991 August 6 – Authorizing the C.P.R. to close the crossing of its railway and the Municipal Road, south of Section 14, Township 12, Range 21, W.P.M. in the R.M. of Daly, Man., at mileage 15.41 Lenore Subd.

- R-2992 August 6 – Authorizing the Quebec Department of Roads to improve and widen Grand St-Esprit Road where it crosses the C.N.R. in the Mun. of St-Jean-Baptiste-de-Nicolet, County of Nicolet, P.Q., at mileage 77.93 Sorel Subd.
- R-2993 August 6 – Improving and authorizing the less than standard clearances at the locomotive inspection pit adjacent to the car shop at Port Mann, British Columbia, C.N.R., provided signs indicating less than standard clearances are erected.
- R-2994 August 6 – Approving changes in the automatic protection at the crossing of the C.N.R. and Kennedy Road in Scarborough, Ont., at mileage 325.74 Kingston Subd.
- R-2995 August 6 – Authorizing the C.P.R. to make changes to the signals in the Toronto Yard, Toronto, Ont., on the Belleville Subd., and requiring that no engine or train shall exceed a speed of 15 miles per hour when it is approaching and within 500 feet of specific signal.
- R-2996 August 6 – Approving changes in the automatic protection at the crossing of the C.N.R. and Green's Road, east of Stoney Creek, Ont., at mileage 36.40 Grimsby Subd.
- R-2997 August 6 – Authorizing the C.N.R. to temporarily close the crossing of the public road and their railway at mileage 41.13 Kiask Falls Subd. in P.Q.
- R-2998 August 6 – Authorizing the C.N.R. to operate their engines, cars and trains over the bridge at mileage 204.1 Great Slave Lake Railway in Alta.
- R-2999 August 6 – Authorizing the C.P.R. to make changes to its signals at the Pitt River Bridge in Coquitlam, British Columbia, at mileage 109.9 Cascade Subd.
- R-3000 August 6 – Authorizing the C.N.R. to construct a siding at grade across the Township Road between Lots 35 & 36 S.N.B.T.R. Township of Southwold, County of Elgin, Ont., at mileage 4.50 Chatham Subd., to serve Saskatchewan Co-operatives Livestock Producers Limited.
- R-3001 August 6 – Approving the location of the proposed new 10' x 14' office building at the flammable liquid bulk marketing plant of Shell Canada Limited at Kelliher, Sask., near mileage 46.90 Watrous Subd. C.N.R.
- R-3002 August 6 – Approving changes in the automatic protection at the crossing of the C.N.R. and West Gore Street in Stratford, Ont., mileage 0.45 Thorndale Subd.

- R-3003 August 6 — Approving changes in the automatic protection at the crossing of the C.N.R. and Freetown Road in Freetown, P.E.I., at mileage 3.27 Kensington Subd.
- R-3004 August 6 — Authorizing the C.N.R. to replace the double box timber culvert carrying the Stewart Drain under their track at mileage 56.41 Kincardine Subd. in Ont. by a steel bridge.
- R-3005 August 6 — Approving changes in the automatic protection at the crossing of the C.N.R. and Sparrow Lake Road East, South of Gravenhurst, Ont., at mileage 106.44 Newmarket Subd.
- R-3006 August 6 — Authorizing the Consumers' Gas Company to operate its twelve inch pipeline over the tracks of the C.P.R. at Victoria Park Avenue, Toronto, Ont., at mileage 99.82 Oshawa Subd.
- R-3007 August 6 — Amending Order R-1942 which authorized the C.N.R. to install automatic protection at the crossing of their railway in British Columbia, to indicate the crossing is across the Endako-François Lake Road at mileage 114.82 Nechako Subd.
- R-3008 August 6 — Exempting the C.P.R. from erecting and maintaining right of way fences on the north side of its Megantic Subd. in P.Q. between mileages 13.2 and 14.4.
- R-3009 August 6 — Approving toll published in Tariff filed by the D.A.R. under Section 8 of the M.F.R.A.
- R-3010 August 6 — Approving toll published in Tariff filed by the D.A.R. under section 8 of the Maritime Freight Rates Act.
- R-3011 August 6 — Approving tolls published in Supplement No. 7 to Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-3012 August 6 — Approving toll published in Tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- R-3013 August 6 — Approving tolls published in Tariff filed by the C.P.R. under sections 3 and 8 of the M.F.R.A.
- R-3014 August 6 — Approving toll published in Tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- R-3015 August 6 — Approving tolls published in Supplement No. 259 to Tariff filed by the C.N.R. under sections 3 and 8 of the M.F.R.A. (D.A.R.)
- R-3016 August 6 — Approving tolls published in Tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- R-3017 August 6 — Approving toll published in Tariff filed by the C.P.R. under section 8 of the M.F.R.A.

- R-3018 August 6 – Approving tolls published from stations in the Provinces of N.B., N.S., P.E.I. and St. John's, Nfld., in Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- *R-3019 August 6 – Authorizing limitation of liability on rates on Lead or Zinc Concentrates, carload minimum weight 90% of marked capacity of car from Tadanac, British Columbia to Anaconda, Montana, U.S.A. (See page 411, 58 R.T.C.)
- R-3020 August 7 – Approving Supplement No. 4 to Traffic Agreement between The Bell Telephone Company of Canada and the Corporation of the Township of Rochester.
- R-3021 August 7 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road at mileage 9.67 Edson Subd. Alta.
- R-3022 August 7 – Authorizing the removal of speed limitation at the crossing of the Quebec Central Railway and a public road near East Broughton, P.Q., at mileage 86.38 Vallee Subd.
- R-3023 August 7 – Authorizing removal of speed limitation at the crossing of the C.P.R. and a public road in the Town of Berthierville, P.Q., at mileage 44.29 Trois Rivières Subd.
- R-3024 August 7 – Authorizing removal of speed limitation at the crossing of the C.N.R. and a public road at mileage 11.92 Camrose Subd. in Alta.
- R-3025 August 7 – Exempting the C.P.R. from erecting and maintaining right of way fences on both sides of its Windsor Subd. in Ont., between mileages 95.45 and 95.59.
- R-3026 August 7 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Stone Road, in the City of Guelph, Ont., at mileage 28.73 Goderich Subd.
- R-3027 August 7 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Anse-à-Gilles road, in the Mun. of Cap St. Ignace, County of Montmagny, P.Q., at mileage 69.57 Montmagny Subd.
- R-3028 August 7 – Authorizing Shell Canada Limited to construct a 10-inch products pipeline and a 4-inch propane pipeline across the tracks of the C.N.R. at the following locations in the City of Montreal, P.Q.:
- B.A. Oil Siding at mileage 0.75 St. Leonard Road Spur;
 - B.A. Oil Siding at mileage 0.45 St. Leonard Road Spur;
 - St. Leonard Road Spur at mileage 0.08;
 - Leduc Boulevard Spur at mileage 0.06; and.
 - Marien Avenue Spur, mileage 2.60.

- R-3029 August 7 – Authorizing the C.N.R. to remove that portion of the industrial spur between mileages 0.66 and 0.74 of an industrial track commencing at mileage 12.86 Weyburn Subd. City of Weyburn, Sask.
- R-3030 August 7 – Requiring the C.N.R. to relocate the existing reflectorized signs from a crossing of their railway and County Road No. 48 in the County of Middlesex, Ont., at mileage 67.01 Dundas Subd. to another crossing of a public road at mileage 0.92 Elm Street Spur, off mileage 19.61 Dunnville Subd.
- R-3031 August 7 – Authorizing the R.M. of Moose Mountain No. 63 to reconstruct Municipal Road where it crosses the C.N.R. between the NW1/4-20-8-1-W2M and the SW1/4-29-8-1-W2M in Sask., at mileage 29.8 Lampman Subd.
- R-3032 August 7 – Approving changes in the automatic protection at the crossing of the C.N.R. and Finch Avenue north of Oriole, Ont., at mileage 13.88 Bala Subd.
- R-3033 August 7 – Approving changes in the automatic protection at the crossing of the C.N.R. and Main Street in the Town of Acton, Ont., at mileage 36.2 Guelph Subd.
- R-3034 August 7 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Highway No. 7, South of Marmora, Ont., at mileage 60.44 Marmora Subd.
- R-3035 August 7 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Queen's Walk Road at Torrance, Ont., mileage 112.0 Bala Subd.
- R-3036 August 7 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Highway No. 43, near Onoway, Alta., at mileage 30.65 Sangudo Subd.
- R-3037 August 7 – Authorizing the Ontario Department of Highways to construct Highway No. 40 across the track of the Chesapeake and Ohio Railway in Lot 5, Concession 3, Township of Chatham, County of Kent, Ont., at mileage 44.19 No. 2 Subd. and upon completion requiring the Railway to install automatic protection at the said crossing and to close the existing crossing at mileage 44.1 No. 2 Subd.
- R-3038 August 7 – Authorizing removal of speed limitation at the crossing of the C.P.R. and Drew Street in Woodstock, Ont., at mileage 0.03 St. Thomas Subd.

- R-3039 August 7 – Authorizing the C.N.R. to operate their engines, cars and trains over the subway and concrete box culvert in the Town of Boucherville, P.Q., at mileage 7.7 Sorel Subd.
- R-3040 August 7 – Approving tolls published to Cap de la Madeleine, Shawinigan and Sherbrooke, P.Q., in Supplement No. 97 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A. and rescinding authority of Order R-2022.
- R-3041 August 7 – Approving toll published in Tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- R-3042 August 7 – Approving changes in the automatic protection at the crossing of the C.P.R. and Lesperance Road, in Elmstead, Ont., at mileage 102.88 Windsor Subd.
- R-3043 August 7 – Amending Appendix “A” to Order No. 124575 which authorized the C.N.R. to install reflectorized signboards at certain crossings of their railway in Canada.
- R-3044 August 7 – Authorizing the C.N.R. to operate their engines, cars and trains over reconstructed spans Nos. 7 and 20 on the eastward main line of their bridge over Smith’s Creek, in the Town of Port Hope, County of Durham, Ont., at mileage 270.3 Kingston Subd.
- R-3045 August 7 – Amending Order No. 115333 which authorized the British Columbia Department of Highways to reconstruct and improve the overhead bridge carrying the highway across the track of the Esquimalt and Nanaimo Railway at mileage 59.5 Victoria Subd.
- R-3046 August 7 – Approving changes in the automatic protection at the crossing of the C.N.R. and Lower Malpeque Road in Winslow, P.E.I. at mileage 7.00 Borden Subd.
- R-3047 August 7 – Authorizing the Township of Southwold to reconstruct Oneida Road where it crosses the Chesapeake and Ohio Railway Company between Lots 20 and 21, Concession South Side Talbot Road, North Branch, in the Township of Southwold, County of Elgin, Ont., at mileage 120.00 No. 1 Subd.
- R-3048 August 7 – Amending Order No. 124285 which required the C.N.R. to install automatic protection at the crossing of their railway and Gilbert Street, in the Town of Whitby, Ont., at mileage 1.56 Whitby Town Spur.
- R-3049 August 9 – Authorizing the Quebec Department of Roads to provide dual bridges carrying Highway No. 2-C over the C.P.R. at L’Ancienne-Lorette, County of Quebec, at mileage 152.61 Quebec Subd.
- R-3050 August 9 – Approving tolls published in tariffs filed by the C.N.R. under section 3 of the M.F.R.A.

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- R-3051 August 9 - Rescinding authority of Order No. R-2135 which approved the location of the proposed flammable liquid bulk storage and transfer facilities of the Biggar Co-Operative Association Limited, at Biggar, Sask., near mileage 0.14 Wainwright Subd. C.N.R.
- R-3052 August 9 - Rescinding authority of Order No. 104493 which approved the location of the proposed flammable liquid bulk storage facilities at Gainsborough Co-Operative Association at Gainsborough, Sask. C.P.R.
- R-3053 August 9 - Rescinding authority of Order No. 102786 which approved the location of the warehouse for the handling of flammable liquids by North Star Oil Limited at Sceptre, Sask. C.P.R.
- R-3054 August 9 - Rescinding authority of Order No. 86320 which approved the proposed location of pipelines, pumping facilities, dykes, warehouse and four vertical storage tanks and unloading point at North Star Oil Limited, near the tracks of the C.P.R. at Gull Lake, Sask.
- R-3055 August 9 - Approving the relocation and reconstruction of the Lorne Avenue Lead of the C.N.R. across Lorne Ave. in the City of Saskatoon, Sask., at mileage 0.87 of said Lead.
- R-3056 August 9 - Amending Order No. 122088 which required the C.N.R. to install automatic protection at the crossing of their railway and the highway at mileage 41.13 Kiask Falls Subd. in P.Q.
- R-3057 August 9 - Amending Order No. 115802 which authorized the Town of Paris, Ont., to reconstruct and improve the subway carrying Grand River Street across the C.N.R. at mileage 30.2 Dundas Subd.
- R-3058 August 9 - Dismissing application of the C.N.R. to remove the agent at Penny, British Columbia, at mileage 69.5 Fraser Subd.
- R-3059 August 9 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge at mileage 215.5 Great Slave Lake Railway in Alta.
- R-3060 August 9 - Approving changes in the automatic protection at the crossing of the C.N.R. and Main Street in Palmerston, Ont., at mileage 0.20 Owen Sound Subd.
- R-3061 August 9 - Authorizing the Town of Ponteix to construct Lannes Street across the C.P.R. at mileage 69.68 Shaunavon Subd. Sask.
- R-3062 August 9 - Authorizing the Alwinal Potash of Canada Limited to construct an overhead Tailings Line across the tracks of the C.P.R. near mileage 43.66 Sutherland Subd., Sask.

- R-3063 August 9 – Amending Order No. R-1046 which authorized the Township of Clarke, Ont., to construct an overhead bridge carrying Newtonville Road across the C.P.R. in Lots 8 and 9, Broken Front Concession, at mileage 151.92 Belleville Subd.
- R-3064 August 9 – Approving the construction of a road diversion by the Town of Port Hope between Roseglen Road, mileage 269.53 and Hope Street South at mileage 270.05 Kingston Subd. C.N.R., and requiring the Railways to close the existing crossing of Roseglen Road at mileage 269.53 Kingston Subd.
- R-3065 August 9 – Amending Order No. 114134 which assessed the cost of maintenance of the crossing of the C.P.R. and the highway at mileage 85.2 Swift Current Subd. in Sask., on the R.M. of Excelsior No. 166.
- R-3066 August 9 – Approving the less than standard side clearances on the siding serving Kormak Lumber Company at Kormak, Ont., opposite mileage 107.1 Nemegos Subd. C.P.R.
- R-3067 August 9 – Amending Order No. R-171 which required the C.P.R. to install automatic protection at the crossing of its railway and the highway in the Mun. of the Township of Wright, Gatineau County, P.Q. at mileage 51.50 Maniwaki Subd.
- R-3068 August 9 – Approving plan, profile and book of reference showing a revision of 1.30 miles of track of the White Pass & Yukon Route in the vicinity of mileage 106 White Pass Yukon Route, Yukon Territory.
- R-3069 August 9 – Authorizing the C.P.R. to construct an additional track across the public road west of the SW1/4-18-3-19 W3M in the R.M. of Frontier No. 19, Sask. at mileage 53.08 Notukeu Subd.
- R-3070 August 9 – Requiring the C.N.R. to make changes and to improve the protection at the crossing of their railway and Canaan Road in the Township of Granby, P.Q., mileage 16.96 West Shefford Subd.
- R-3071 August 12 – Authorizing the Town of Port Credit to reconstruct Highway No. 2 where it crosses the C.N.R. spur serving Regent Refinery at mileage 13.7 Oakville Subd., Ont.
- R-3072 August 12 – Authorizing the Government of Ontario Lakeshore Commuter Service to construct a Bailey bridge for pedestrians across and over the C.N.R. at the Canadian National Exhibition Station (Dufferin Street) Toronto, Ontario, mileage 2.03 Oakville Subd.

- *R-3073 August 12 – Authorizing limitation of liability in respect of a rate of 96 cents per 100 pound, car minimum weight 40,000 pounds and the rate of 88 cents per pound carload minimum weight 50,000 pounds on carpets or rugs manufactured from Synthetic Fibre Yarn with a cellulose base from Cornwall, Ont. to Halifax, N.S. and Saint John (East Side or West Side), N.B. for export C.N.R., C.P.R. (See page 412, 58 R.T.C.).
- R-3074 August 12 – Amending Order No. R-266 which authorized the Township of Onondaga, Ont. to widen Old Onondaga Road where it crosses the C.N.R. at mileage 68.70 Dunnville Subd.
- R-3075 August 14 – Authorizing the City of St. Laurent, P.Q. to construct Fisher Street across the 23rd Avenue Spur of the C.N.R. at mileage 0.23 which commences at mileage 1.72 Cote de Liesse Spur off mileage 144.32 Joliette Subd.
- R-3076 August 14 – Authorizing the City of Waterloo, Ont. to widen Seagram Drive where it crosses the C.N.R. at mileage 2.50 Elmira Branch of the Waterloo Subd.
- R-3077 August 14 – Exempting the C.N.R. from application of Section 53(1) of General Order No. E-14 in respect of the main track siding switch provided no engines or trains clear the main track at mileage 179.39 Napadogan Subd. at Caldwell, N.B.
- R-3078 August 14 – Authorizing the C.N.R. to temporarily close the stations at Acton and Preston, Ont. during the period the agents are on their annual vacation.
- R-3079 August 14 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-3080 August 15 – Authorizing the British Columbia Department of Highways to widen Burrard Avenue where it crosses the C.N.R. in Vanderhoof, mileage 69.3 Nechako Subd. and requiring the Railways to relocate and revise the automatic protection to provide for the widened crossing.
- R-3081 August 15 – Amending Order No. 121517 which authorized the Quebec Department of Roads to construct an extension of Choquette Street across the C.N.R. by means of a subway in the City of St. Hyacinthe, P.Q. at mileage 41.55 St. Hyacinthe Subd.
- R-3082 August 15 – Authorizing the City of Regina, Sask. to construct a subway to carry Ring Road across and under the C.P.R. at mileage 91.49 Indian Head Subd.; authorizing the Railway to construct a temporary diversion of its tracks to permit the construction of the subway and upon completion of the subway to relocate the

tracks to a permanent location over the subway and to remove the temporary diversion and to close the existing crossing at mileage 90.84 Indian Head Subd.

- *R-3083 August 16 – Authorizing limitation of liability in respect of rate on Fish and Fish Scraps for manufacture of Animal Food from St. Andrews and Saint John, N.B. to Highwater, P.Q. and Fergus and Shallow Lake, Ont., C.N.R., C.P.R. (See page 413, 58 R.T.C.)
- *R-3084 August 16 – Authorizing limitation of liability in respect of rates on ore, carload minimum weight 90% of marked capacity of car from Osborne Lake to Stall Lake as Proportional rates applicable only on shipments destined to Flin Flon, Manitoba, C.N.R. (See page 414, 58 R.T.C.)
- *R-3085 August 16 – Authorizing limitation of liability on rates on ore carload minimum weight 90% of marked capacity of car from Chisel Lake and Stall Lake, to Flin Flon, Man., C.N.R. (See page 415, 58 R.T.C.)
- R-3086 August 16 – Authorizing the C.P.R. to remove connection trackage between chainage 14 + 50 and 65 + 37, between the Stobie Spur and the Coppercliff section of the Sudbury Terminal Subd., City of Sudbury, Ont. eliminating 8 highway-railway crossings at grade.
- R-3087 August 16 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Durham Road in Beamsville, Ont., mileage 24.86 Grimsby Subd.
- R-3088 August 16 – Authorizing the Quebec Department of Roads to construct sidewalks on each side of Valcartier Boulevard (formerly St. Ambroise Street) in the City of Loretteville, P.Q. across the C.N.R. at mileage 8.80 Raymond Subd. and requiring the Railways to relocate and revise the protection in the northwest angle of the crossing to provide for the sidewalk crossing.
- R-3089 August 16 – Rescinding authority of Order No. R-2814 which authorized the removal of the speed limitation at the crossing of the C.N.R. and Rectory Street in the City of London, Ont. at mileage 76.84 Dundas Subd.
- R-3090 August 16 – Rescinding authority of Order No. 69739 which approved the proposed location of unloading rack, pipe lines and pumphouse, warehouse, four 12,500 gallons capacity each vertical storage tanks and other facilities of the North Star Oil Limited near the tracks of the C.P.R. at Maxim, Sask.
- R-3091 August 16 – Authorizing the City of Shawinigan, P.Q. to improve 18th Avenue where it crosses the C.P.R. at mileage 25.40 St. Maurice Subd.

- R-3092 August 16 — Amending Order 124562 which authorized the C.N.R. to construct and maintain two additional tracks across Cobbledick Road between Lots 32 and 33 in the Township of Clarke, County of Durham, Ont. at mileage 287.26 Kingston Subd.
- R-3093 August 16 — Authorizing the C.N.R. to close the crossing of their railway and Curry Road in the Township of Edwardsburg, Ont. at mileage 108.43 Kingston Subd. and to relocate the existing reflectorized signs to another crossing at Township Road at mileage 72.77 Marmora Subd. in the Township of Madoc.
- R-3094 August 16 — Amending Order No. 115947 which authorized the National Capital Commission to construct a grade separation carrying Carling Avenue across and over the relocated track of the C.P.R. in the City of Ottawa, Ont. at mileage 1.20 Prescott Subd.
- R-3095 August 16 — Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 69 west of Algo, Ont. at mileage 4.83 Sudbury Terminal Subd.
- R-3096 August 16 — Authorizing the Quebec Central Railway Company to operate its engines, cars and trains over the bridge at mileage 3.3 Tring Subd., P.Q. (C.P.R.)
- R-3097 August 16 — Approving changes in the automatic protection at the crossing of the C.N.R. and the Town Line Road south of Bradford, Ont. at mileage 39.66 Newmarket Subd.
- R-3098 August 16 — Authorizing the Quebec Central Railway Company to operate its engines, cars and trains over the bridge at mileage 9.05 Chaudiere Subd., P.Q. (C.P.R.)
- R-3099 August 16 — Authorizing the C.P.R. to operate its engines, cars and trains on the Hardy Spur Line of the Falconbridge Nickel Mines Limited across Highway No. 144 at mileage 0.1 near Levack, Ont. off mileage 104.19 Cartier Subd.
- R-3100 August 16 — Exempting the C.P.R. from erecting and maintaining right of way fences on both sides of the Broadview Subd. in Manitoba between mileages 22.78 and 23.26.
- R-3101 August 16 — Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Sylvite Spur near Rocanville, Sask.
- R-3102 August 16 — Approving changes in the automatic protection at the crossing of the C.N.R. and 30th Street in Long Branch, Ont. at mileage 8.76 Oakville Subd.

- R-3103 August 16 – Authorizing the Quebec Central Railway Company to operate its engines, cars and trains over the bridge at mileage 24.1 Vallee Subd., P.Q. (C.P.R.)
- R-3104 August 16 – Declaring the crossing of Brunelle Road and the C.N.R. in the Town of Kapuskasing, Ont. at mileage 68.44 Kapuskasing Subd. a public crossing.
- R-3105 August 16 – Extending the time within which the Penn Central Company is required to install automatic protection at the crossing of its railway and Town Line Road in the Town of Essex, Ont., mileage 209.94 Main Line Subd.
- R-3106 August 16 – Approving the location of the proposed additional liquefied petroleum gas tank truck loading rack and associated piping of Steelgas Utilities Limited at The Pas, Man. near mileage 87.3 Turnberry Subd. C.N.R.
- R-3107 August 16 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Texaco Canada Limited at Flin Flon, Man., near mileage 87.0 Flin Flon Subd., C.N.R.
- R-3108 August 20 – Exempting the C.P.R. from erecting and maintaining the right of way fences on both sides of its Bredenbury Subd. between mileages 63.7 and 64.44 in Man.
- R-3109 August 20 – Approving 31st revised Schedule “B” of an agreement between The Bell Telephone Company of Canada and the Canadian Overseas Telecommunication Corporation.
- R-3110 August 20 – Approving revisions to tariffs filed by the Bell Telephone Company of Canada.
- R-3111 August 20 – Authorizing the C.P.R. to operate its engines, cars and trains on the track serving Dominion Stores Limited off mileage 11.35 Galt Subdivision and crossing Cocker Avenue at chainage 9 + 65 in the Borough of Etobicoke, County of York, Ont.
- R-3112 August 20 – Approving the location of the proposed new 14 foot by 28 foot office building and property extension of Imperial Oil Limited at its flammable liquid bulk marketing plant at Carlyle, Sask. near mileage 86.4 Arcola Subd., C.P.R.
- R-3113 August 20 – Authorizing the C.N.R. to operate their engines, cars and trains on a ballast pit siding which crosses at grade a public road in the SW1/4-3-44-21 W4M in the County of Camrose No. 22 near the Village of Ferintosh, Alta. at mileage 0.11 off mileage 71.23 Camrose Subd.

- R-3114 August 20 – Rescinding authority of Order No. 117950 and approving the location of the flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Inglis, Man. near mileage 23.44 Russell Subd. C.P.R.
- R-3115 August 20 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Highway No. 45, in the Township of Landienne, P.Q. at mileage 33.82 Taschereau Subd.
- R-3116 August 20 – Rescinding authority of Order No. 123572 and approving the location of the additional 24 foot by 30 foot warehouse extension and 14 foot by 28 foot office building of Imperial Oil Limited at Val Marie, Sask. near mileage 96.4 Notukeu Subd. C.P.R.
- R-3117 August 20 – Approving tolls published in Supplement No. 5 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-3118 August 20 – Approving the location of the proposed additional 5,000 imperial gallon flammable liquid vertical storage tank and associated piping of Shell Canada Limited at Kinistino, Sask. near mileage 117.54 Tisdale Subd. C.N.R.
- R-3119 August 20 – Approving the location of a proposed additional two 1000 imperial gallon flammable liquid horizontal storage tanks and associated transfer equipment of Shell Canada Limited near Leader, Sask. near mileage 88.6 Empress Subd., C.P.R.
- R-3120 August 20 – Authorizing the C.N.R. to temporarily close the station of St. Jacobs, Ont. during the period the agent is on his annual vacation.
- R-3121 August 20 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and the Township O'Brian Road in Val Rita, Ont. near mileage 75.10 Kapuskasing Subd.
- R-3122 August 20 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and St. Louis Street (Highway No. 5) in Warwick, P.Q. at mileage 63.14 Danville Subd.
- R-3123 August 20 – Authorizing the C.P.R. to reconstruct its bridge across the creek at mileage 100.9 Mountain Subd. in British Columbia.
- R-3124 August 20 – Amending Order No. R-2667 which authorized the C.N.R. to reconstruct their bridge crossing over Lake Eva in the District of Kenora, Ont. at mileage 114.4 Graham Subd.
- R-3125 August 20 – Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and Windsor Suburban Road No. 21 in the Township of Maidstone, Ont. at mileage 97.28

- Chatham Subd. to another crossing of a public road at mileage 0.79 Spur Track off mileage 3.51 Grimsby Subd., Ont.
- R-3126 August 20 – Authorizing the C.N.R. and the C.P.R. to close within the limits of their rights-of-way the crossings of their railways and the Township Road: between Lots 24 and 25, Concession A, mileage 256.84 Kingston Subd. (C.N.R.) and mileage 127.72 Belleville Subd. (C.P.R.); between lots 32 and 33, Concession A, mileage 258.88 Kingston Subd. (C.N.R.) and mileage 129.75 Belleville (C.P.R.) in the County of Haldimand, County of Northumberland, Ont.
- R-3127 August 20 – Authorizing the County of Ontario to reconstruct the crossing of Ontario County Road No. 1 and the C.P.R. in the Township of Pickering, Ont. at mileage 166.24 Havelock Subd. and requiring the Railway to relocate and revise the automatic protection to provide for the reconstructed crossing.
- R-3128 August 20 – Exempting the Northern Alberta Railways Company from erecting and maintaining right of way fences on the north side of the Slave Lake Subdivision between mileages 212 and 225.9 in Alta.
- R-3129 August 20 – Authorizing the Townships of Ops to reconstruct Middle Road where it crosses the C.N.R. between Lots 15 and 16, Concession 8, Township of Ops, County of Victoria, Ont. at mileage 83.81 Campbellford Subd.
- R-3130 August 20 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of the British American Oil Company Limited at Mankota, Sask. near mileage 64.62 Woodmountain Subd., C.P.R.
- R-3131 August 20 – Approving the location of the proposed additional 12,950 Imperial gallon flammable liquid storage tank and associated piping and catwalk of Imperial Oil Limited at Nipigon, Ont. near mileage 63.26 Schreiber Subd., C.P.R.
- R-3132 August 20 – Approving the location of the two proposed 8-inch marine flammable liquid pipelines of Imperial Oil Limited at Port aux Basques, Nfld., near mileage 547.2 Port aux Basques Subd., C.N.R.
- R-3133 August 20 – Authorizing the C.N.R. to operate their engines, cars and trains over the twin overhead bridges carrying Highway No. 14 across their track in the SW1/4-30-52-23 W4M in the City of Edmonton, Alta. at mileage 3.98 Camrose Subd.

- R-3134 August 20 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Champlain Oil Products Limited at Ste. Agathe, P.Q. near mileage 44.0 Ste Agathe Subd., C.P.R.
- R-3135 August 20 – Approving the location of the proposed flammable liquid bulk marketing plant of the British American Oil Company Limited at Meander River, Alta. near mileage 223.0 Great Slave Lake Railway, C.N.R.
- R-3136 August 20 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Stony Plain, Alta. near mileage 24.01 Edson Subd., C.N.R.
- R-3137 August 20 – Amending Order No. R-2131 which authorized the British Columbia Department of Highways to construct a temporary diversion of Highway No. 5 across the C.N.R. at mileage 6.36 Clearwater Subd.
- R-3138 August 20 – Requiring the City of Calgary to install traffic signals at the crossing of the intersection of 26th Avenue East and 11th Street S.E. across the C.N.R.'s industrial lead and the C.P.R.'s private spur opposite mileage 135.30 C.N.R. Drumheller Subd., Alta. and the C.N.R. to install pre-empting circuits to protect railway movements over the crossing.
- R-3139 August 20 – Authorizing the Quebec Department of Roads to reconstruct the crossing of Petite Cote Ste-Rose (Montee Bellerose) and the C.P.R. in the City of Laval, P.Q. at mileage 14.54 Park Ave. Subd. and upon completion requiring the Railway to install automatic protection at the said crossing.
- R-3140 August 20 – Approving the location of the proposed additional 1000 imperial gallon flammable liquid horizontal storage tank and associated piping of Shell Canada Limited at St. Brieux, Sask. near mileage 19.48 St. Brieux Subd., C.N.R.
- R-3141 August 20 – Authorizing the C.N.R. to replace the existing through plate girder bridge formerly serving as an undercrossing of the Michigan Central Railway with a 24 inch culvert pipe in the City of Niagara Falls, County of Welland, Ont. at mileage 3.64 Grimsby Subd.
- R-3142 August 20 – Authorizing the Township of McNab to improve the view lines at the crossing of the Township Road and the C.N.R. between Lots 25 and 26, Concession 5, County of Renfrew, Ont. at mileage 37.04 Renfrew Subd.
- R-3143 August 20 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road in the Township of Seneca, Ont. at mileage 52.43 Dunnville Subd.

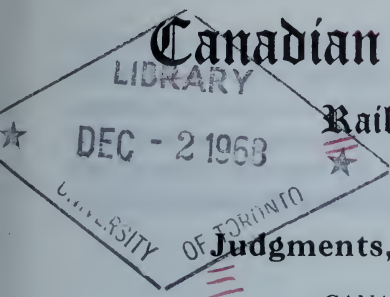
- *R-3144 August 20 – Authorizing limitation of liability in respect of a rate of \$8.80 per 2,000 pounds on Concentrates, Nickel, carload minimum weight 140,000 pounds from Fort Saskatchewan, Alta. to Vancouver, North Vancouver, British Columbia for export (See page 416, 58 R.T.C.)
- R-3145 August 20 – Amending Order No. 125151 which authorized the Town of Scott in Sask. to improve the Municipal Road where it crosses the C.N.R. at mileage 42.89 Wainwright Subd.
- R-3146 August 20 – Amending Order No. R-1277 which authorized the British Columbia Department of Highways to construct an overhead bridge to carry Highway No. 95 across the C.P.R. at Golden in British Columbia.
- R-3147 August 20 – Approving changes in the automatic protection at the crossing of the C.N.R. and Collette Road in Collette, N.B. at mileage 48.10 Newcastle Subd.
- R-3148 August 20 – Rescinding authority of Orders Nos. 59648 and No. 70479 and approving the portion of the flammable liquid bulk marketing plant of the Shell Canada Limited at Saltcoats, Sask. near mileage 8.03 Wynyard Subd., C.P.R.
- R-3149 August 20 – Authorizing Dover Industries Limited to construct and maintain an overhead grain conveyor across the C.N.R. at mileage 0.55 Bedford Subd. in the City of Halifax, N.S.
- R-3150 August 20 – Approving the location of the proposed new 15,000 Imperial gallon flammable liquid storage tank and associated piping of Texaco Canada Limited at Moncton, N.B. near mileage 124.94 Springhill Subd. C.N.R.
- R-3151 August 20 – Approving Appendix "A", Appendix "B" and Supplements Nos. 1 to 5 of the new Traffic Agreement between The Bell Telephone Company of Canada and Association Cooperative de Telephone de Valcourt.
- R-3152 August 20 – Approving Supplement No. 6 to the Traffic Agreement between The Bell Telephone Company of Canada and Syndicat Cooperatif de Telephone de Valcourt.
- R-3153 August 20 – Approving the revisions to tariffs filed by the British Columbia Telephone Company.
- R-3154 August 20 – Approving revisions to tariffs filed by the Canadian National Telecommunications.
- R-3155 August 20 – Authorizing the C.N.R. to install three reflectorized crossing signs at the crossing of their railway and the intersection of Colborne

Street (Highway No. 2) and Clarence Street in the City of Brantford, Ont. at mileage 0.94 Burford Subd.

- R-3156 August 20 — Rescinding authority of Order No. R-2404 and approving the location of a proposed additional 14 foot by 28 foot office building and existing flammable liquid tank truck transfer facilities of Imperial Oil Limited at St. Walburg, Sask. near mileage 77.09 Turtleford Subd., C.N.R.
- R-3157 August 20 — Approving the less than standard overhead and side clearances on the track of the Great Northern Railway Company at its Engine Service Building west of Macklin Avenue, City of Vancouver, British Columbia provided signs indicating less than standard clearances are erected.
- R-3158 August 20 — Authorizing the Quebec Department of Roads to improve Wharf Road where it crosses the track of the C.N.R. in the Mun. of Les Ecureuils, P.Q. at mileage 20.72 La Tuque Subd. and upon completion requiring the Railways to install automatic protection at the said crossing.
- R-3159 August 20 — Approving the installation of automatic protection at the crossing of the C.N.R. and Highway No. 4 at Afton, N.S. at mileage 100.01 Hopewell Subd.
- R-3160 August 20 — Authorizing the Township of South Dumfries to reconstruct the Township Road where it crosses the C.N.R. between Concession 6, Township of South Dumfries and Concession 7, Township of North Dumfries, in the County of Brant, Ont. at mileage 8.49 Fergus Subd.
- R-3161 August 20 — Authorizing the Manitoba Department of Agriculture and Conservation to construct a bridge carrying the track of the C.P.R. across the diversion channel of the Assiniboine River west of the City of Portage la Prairie, Man. at mileage 5.0 Minnedosa Subd.
- R-3162 August 20 — Authorizing the C.P.R. to replace existing steel span on its bridge in Township 16, Range 27, west 2M Sask. at mileage 3.99 Swift Current Subd.

PAMPHLET NO. 17

SEPTEMBER 1968



Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-3279

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the Canadian Pacific Railway Company, hereinafter called the "Applicant Company", for a declaration by the Committee, under section 314I of the Railway Act, respecting passenger-trains numbers 427 and 428 operating between Sudbury and Sault Ste. Marie, in the Province of Ontario:

File No. 27563.42

WHEREAS the Applicant Company in compliance with subsection (1) of section 3 of the "Regulations Governing Applications to Discontinue Railway Passenger-Train Service" established by Order No. R-1421, dated the 9th day of February, 1968, has informed the Committee of its intent to discontinue the said trains, and requested the Committee to declare if such trains comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act; and

UPON reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby:

1. Declares trains numbers 427 and 428 operating between Sudbury and Sault Ste. Marie, Ontario, each to comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act; and

2. Orders that the Applicant Company shall not discontinue any of these trains without leave of the Committee having first been obtained in accordance with the provisions of section 314I of the Act, and of the regulations made thereunder by Order No. R-1421 dated the 9th day of February, 1968, cited "Regulations Governing Applications to Discontinue Railway Passenger-Train Service"; and

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3. Further orders the Applicant Company to post in every station on the line served by these trains and in every car carrying passengers on these trains a notice to the effect that the Railway Transport Committee of the Canadian Transport Commission having declared trains numbers 427 and 428 each to comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act, the Applicant Company will not cease operating these trains on October 1, 1968, as intimated in the notice posted on August 1, 1968.

Dated at Ottawa, this 11th day of September, 1968.

(Sgd.) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-3280

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the Canadian Pacific Railway Company, hereinafter called the "Applicant Company", for a declaration by the Committee, under section 314I of the Railway Act, respecting passenger-trains numbers 321 and 322 operating between Toronto and Hamilton, Ontario:

File No. 27563.280

WHEREAS the Applicant Company in compliance with subsection (1) of section 3 of the "Regulations Governing Applications to Discontinue Railway Passenger-Train Service" established by Order No. R-1421 dated the 9th day of February, 1968, has informed the Committee of its intent to discontinue the said trains, and requested the Committee to declare if such trains comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act; and

UPON reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby:

1. Declares trains numbers 321 and 322 operating between Toronto and Hamilton, Ontario, each to comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act; and

2. Orders that the Applicant Company shall not discontinue any of these trains without leave of the Committee having first been obtained in accordance with the provisions of section 314I of the Act, and of the regulations made thereunder by Order No. R-1421 dated the 9th day of February, 1968, cited "Regulations Governing Applications to Discontinue Railway Passenger-Train Service"; and

3. Further orders the Applicant Company to post in every station on the line served by these trains and in every car carrying passengers on these trains a notice to the effect that the Railway Transport Committee of the Canadian Transport Commission having declared trains numbers 321 and 322 each to comprise a passenger-train service for

the purposes of sections 314I and 314J of the Railway Act, the Applicant Company will not cease operating these trains on October 1, 1968, as intimated in the notice posted on August 1, 1968.

Dated at Ottawa, this 11th day of September, 1968.

(Sgd.) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-3281

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of The Toronto, Hamilton and Buffalo Railway Company, hereinafter called the "Applicant Company", for a declaration by the Committee, under section 314I of the Railway Act, respecting passenger-trains numbers 371 and 376 operating between Hamilton and Welland, Ontario:

File No. 24531

WHEREAS the Applicant Company in compliance with subsection (1) of section 3 of the "Regulations Governing Applications to Discontinue Railway Passenger-Train Service" established by Order No. R-1421, dated the 9th day of February, 1968, has informed the Committee of its intent to discontinue the said trains, and requested the Committee to declare if such trains comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act; and

UPON reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby:

1. Declares trains numbers 371 and 376 operating between Hamilton and Welland, Ontario, each to comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act; and

2. Orders that the Applicant Company shall not discontinue any of these trains without leave of the Committee having first been obtained in accordance with the provisions of section 314I of the Railway Act, and of the regulations made thereunder by Order No. R-1421 dated the 9th day of February, 1968, cited "Regulations Governing Applications to Discontinue Railway Passenger-Train Service"; and

3. Further orders the Applicant Company to post in every station on the line served by these trains and in every car carrying passengers on these trains a notice to the effect that the Railway Transport Committee of the Canadian Transport Commission having declared trains numbers 371 and 376 each to comprise a passenger-train service for

the purposes of sections 314I and 314J of the Railway Act, the Applicant Company will not cease operating these trains on October 1, 1968 as intimated in the notice posted on August 1, 1968.

Dated at Ottawa, this 11th day of September, 1968.

(Sgd.) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-3282

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the Canadian Pacific Railway Company, hereinafter called the "Applicant Company", for a declaration by the Committee, under section 314I of the Railway Act, respecting passenger-trains numbers 337, 338, 339 and 340, operating between Toronto and Windsor, Ontario:

File No. 27563.413

WHEREAS the Applicant Company in compliance with subsection (1) of section 3 of the "Regulations Governing Applications to Discontinue Railway Passenger-Train Service" established by Order No. R-1421, has informed the Committee of its intent to discontinue the said trains, and requested the Committee to declare if such trains comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act; and

UPON reading the submissions filed –

The Railway Transport Committee of the Canadian Transport Commission hereby:

1. Declares trains numbers 337, 338, 339 and 340 operating between Toronto and Windsor, Ontario, each to comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act; and

2. Orders that the Applicant Company shall not discontinue any of these trains without leave of the Committee having first been obtained in accordance with the provisions of section 314I of the Act, and of the regulations made thereunder by Order No. R-1421 dated the 9th day of February, 1968, cited "Regulations Governing Applications to Discontinue Railway Passenger-Train Service"; and

3. Further, orders the Applicant Company to post in every station on the line served by these trains and in every car carrying passengers on these trains a notice to the effect that the Railway Transport Committee of the Canadian Transport Commission having declared trains numbers 337, 338, 339 and 340 each to comprise a passenger-train service

for the purposes of sections 314I and 314J of the Railway Act, the Applicant Company will not cease operating these trains on October 1, 1968, as intimated in the notice posted on August 1, 1968.

Dated at Ottawa, this 11th day of September, 1968.

(Sgd.) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-3283

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of The Esquimalt and Nanaimo Railway Company, hereinafter called the "Applicant Company", for a declaration by the Committee, under section 314I of the Railway Act, respecting passenger-trains numbers 1 and 2 operating between Victoria and Courtenay, in the Province of British Columbia:

File No. 27563.265

WHEREAS the Applicant Company, in compliance with subsection (1) of section 3 of the "Regulations Governing Applications to Discontinue Railway Passenger-Train Service" established by Order No. R-1421, dated the 9th day of February, 1968, has informed the Committee of its intent to discontinue the said trains, and requested the Committee to declare if such trains comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act; and

UPON reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby:

1. Declares trains numbers 1 and 2 operating between Victoria and Courtenay, British Columbia, each to comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act; and

2. Orders that the Applicant Company shall not discontinue any of these trains without leave of the Committee having first been obtained in accordance with the provisions of section 314I of the Act, and of the regulations made thereunder by Order No. R-1421 dated the 9th day of February, 1968, cited "Regulations Governing Applications to Discontinue Railway Passenger-Train Service"; and

3. Further orders the Applicant Company to post in every station on the line served by these trains and in every car carrying passengers on these trains a notice to the effect that the Railway Transport Committee of the Canadian Transport Commission having declared trains numbers 1 and 2 each to comprise a passenger-train service for the

purposes of sections 314I and 314J of the Railway Act, the Applicant Company will not cease operating these trains on October 10th, 1968, as intimated in the notice posted on August 12th, 1968.

Dated at Ottawa, this 11th day of September, 1968.

(Sgd.) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-3232

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rates on Carpets, Carpeting, Mats, Matting or Rugs, in straight or mixed carloads, from various Eastern Canadian origins, to Vancouver, British Columbia.

File No. 40615.46

UPON application of W.P. Coughlin, of the Canadian Freight Association, on behalf of the Canadian National Railways and Canadian Pacific Railway Company, for whom he is Agent --

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding One Dollar (\$1.00) per pound is authorized in respect of the undermentioned rates on Carpets, Carpeting, Mats, Matting or Rugs, in straight or mixed carloads, to Vancouver, British Columbia from the various Eastern Canadian origins shown:

From	Rates in cents per 100 pounds	
	Carload	Minimum Weights
	30,000 pounds	50,000 pounds
Brantford, Ont. }	695	—
Cornwall, Ont. }		
Guelph, Ont. }		
Hamilton, Ont. }		
Kitchener, Ont. }	695	487
Montreal, Que. }	695	—
Peterboro, Ont. }		
Toronto, Ont. }		
Waterloo, Ont. }	695	487

Dated at Ottawa, this 6th day of September, 1968.

C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ACCIDENTS REPORTED TO THE OPERATING BRANCH, JUNE, 1968
RAILWAY TRANSPORT COMMITTEE

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents	254	8	264
Level Crossing Accidents	17	2	23
	<u>271</u>	<u>10</u>	<u>287</u>

	<u>Killed</u>	<u>Injured</u>
Passengers	1	80
Employees	1	176
Others	8	31
	<u>10</u>	<u>287</u>

Of the 17 accidents at Highway Crossings, 14 occurred where standard Railway crossing signs are located, 3 where additional forms of protection are in use, 13 after Sunrise and 4 after Sunset.

Ottawa, Ont.

SUMMARY OF ORDERS ISSUED BY THE RAILWAY TRANSPORT COMMITTEE

*(Denotes Order printed in full)

- | | |
|---------------|--|
| R-3163 August | 21 - Approving Supplement No. 4 of Traffic Agreement between The Bell Telephone Company of Canada and La Cie de Telephone St-Pie de Guire. |
| R-3164 August | 21 - Approving Supplement No. 6 to Traffic Agreement between The Bell Telephone Company of Canada and J. Edward Sutcliffe, Proprietor, Calabogie Telephone System. |
| R-3165 August | 21 - Approving location of the proposed tank truck fuel oil unloading rack and associated piping of Consolidated Bathurst Ltd., at Grand'Mere, P.Q., near mileage 27.40 St. Maurice Valley Subd. C.P.R. |
| R-3166 August | 22 - Approving tolls published to Cap de la Madeleine, Shawinigan and Sherbrooke, P.Q., in Supplement No. 97 to Agreed Charge tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A., and rescinding authority of Order R-3040. |
| R-3167 August | 22 - Approving toll published in Tariff filed by the Dominion Atlantic Railway Co., under section 8 of the M.F.R.A. |
| R-3168 August | 22 - Approving tolls published from stations east of Diamond, Levis & Boundary, P.Q., in Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A. |
| R-3169 August | 23 - Approving plan profile and book of reference of a proposed branch line of C.P.R. 5.36 miles in length, commencing at mileage 30.1 Empress Subd., in the SE1/4-2-19-18 W3M and extending southwesterly to a point in the SW1/4-18-18-18 W3M, Sask., and authorizing the construction of the branch line across the following public roads at mileage 0.51 mileage 2.11 mileage 2.98 mileage 3.63 and mileage 5.36. |
| R-3170 August | 23 - Authorizing the C.P.R. to replace the steel span on its bridge in Twp. 17-28-W2M, Sask., mileage 9.6 Swift Current Subd., and authorizing the Company to operate over the said bridge during the period of replacing the span. |
| R-3171 August | 23 - Approving the location of the proposed 10,000 imperial gallon flammable liquid horizontal storage tank and associated transfer facilities of St. Catherines Fuel Oils Ltd., at Fort Erie, Ont. C.N.R. |

- R-3172 August 23 - Approving the location of the proposed new 12-foot by 20-foot office building and tank car unloading rack of Imperial Oil Ltd., at Glaslyn, Sask., near mileage 69.51 Robinhood Subd., C.N.R., and rescinding authority of Order No. 77379.
- R-3173 August 23 - Approving the location of the proposed Ammonium Nitrate or Ammonium Nitrate Mixed Fertilizer bulk storage and transfer facilities of Hamiota Co-Operative (1958) Ltd., at Hamiota, Man., near mileage 51.2 Miniota Subd., C.P.R.
- R-3174 August 23 - Authorizing the Township of Rawdon to widen Twp. Road where it crosses the C.N.R., at mileage 54.99 Marmora Subd., Ont., and requiring the Railways to install automatic protection at the said crossing.
- R-3175 August 23 - Rescinding authority of Orders Nos. 33299 and 33356 which required a speed restriction of 10 miles per hour at the crossing of the C.P.R. and King Street, in St. Stephen, N.B., at mileage 0.5 Milltown Branch.
- R-3176 August 26 - Approving Appendix "A", and Supplements Nos. 8 and 9, to Traffic Agreement between The Bell Telephone Company of Canada and Telephone Milot Inc.
- R-3177 August 26 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in the Champlain Area, P.Q., at mileage 1.96 St. Hyacinthe Subd.
- R-3178 August 26 - Approving Supplement No. 3 to Traffic Agreement between The Bell Telephone Company of Canada and the Commissioners for the Telephone System of the Mun. of the Twp. of Tiny.
- R-3179 August 26 - Authorizing the Ottawa Suburban Roads Commission to construct a subway to carry Merivale Road under the jointly operated tracks of the C.N.R. & C.P.R. in the Twp. of Nepean, Ont., at mileage 10.98 Ottawa Subd., which will eliminate the existing level crossing; authorizing the Commission to construct a temporary deviation of Merivale Road across the tracks of the Railways; authorizing the Railways to construct a temporary diversion of their railways and to relocate the automatic protection and upon completion of the subway to close the temporary crossings and the existing crossings.
- R-3180 August 28 - Authorizing the Town of Mississauga, Ont., to widen and improve Lorne Park Road where it crosses the C.N.R. at mileage 15.06 Oakville Subd., and authorizing the Railways to relocate the automatic protection to provide for the widened crossing.

- R-3181 August 28 - Authorizing the Saskatchewan Department of Highways & Transportation to construct and maintain Hwy. No. 376 across the C.N.R. in the NE1/4-27-50-26 W2M at mileage 10.48 Paddockwood Subd.
- R-3182 August 28 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Heron Road, City of Ottawa, Ont., mileage 1.82 Ellwood Subd.
- R-3183 August 28 - Authorizing the Borough of Scarborough, Ont., to construct a temporary pedestrian crossing of the C.P.R., in the vicinity of Midland Ave., at mileage 199.15 Belleville Subd., and requiring the Railway to install automatic protection at the said crossing and upon completion of the grade separation in the vicinity requiring the Railway to close the pedestrian crossing and remove the automatic protection therefrom.
- R-3184 August 28 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Marcon Street, in Guelph, Ont., mileage 32.10 Goderich Subd.
- R-3185 August 28 - Approving the location of the proposed anhydrous ammonia bulk storage and transfer facilities of the Simplot Chemical Company Ltd., at Red Deer, Alta., on the Red Deer Subd., C.N.R.
- R-3186 August 28 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the first public crossing west of the station at Chinook, Alta., mileage 89.06 Oyen Subd.
- R-3187 August 28 - Authorizing the removal of the speed limitation at the crossing of the Penn Central Railroad and Hwy. No. 59, east of Tillsonburg Station, Ont., mileage 82.27 Main Line Subd.
- R-3188 August 28 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Mr. A.V. Munro, at Westbourne, Man., near mileage 16.17 Minnedosa Subd. C.P.R.
- R-3189 August 28 - Approving the location of the proposed additional 12,940 Imperial gallon flammable liquid storage tank and associated piping of Imperial Oil Ltd., at Milk River, Alta., near mileage 34.5 Coutts Subd., C.P.R.
- R-3190 August 28 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and 75th Street and 61st Avenue in Edmonton, Alta., mileage 2.69 "Z" Line Edmonton Terminal Subd.
- *R-3191 August 28 - Amending Regulations Governing Applications to Discontinue Railway Passenger-Train Service made by Order No. R-1421 dated February 9, 1968. (See page 409, 58 R.T.C.)

- R-3192 August 28 - Rescinding authority of Orders Nos. 87320 and 88159 which approved the location of the bulk marketing plant facilities of Imperial Oil Ltd., at MacNutt, Sask. C.N.R.
- R-3193 August 29 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Crosby Avenue, Twp. of Richmond Hill, York County, Ont., mileage 21.5 Bala Subd.
- R-3194 August 29 - Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-3195 August 29 - Authorizing the C.N.R. to remove the caretaker at St. André, P.Q., mileage 16.1 Montmagny Subd.
- R-3196 August 29 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Gough Fertilizer Services at Barnwell, Alta., near mileage 82.0 Taber Subd., C.P.R.
- R-3197 August 29 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, at Dinsmore, Sask., mileage 22.59 Elrose Subd.
- R-3198 August 29 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road, Man., mileage 72.70 La Riviere Subd.
- R-3199 August 29 - Authorizing the Quebec Department of Roads to widen and improve Range 3 Road where it crosses the C.N.R., in the Mun. of the Parish of Notre-Dame-du-Portage, County of Riviere-du-Loup, P.Q., mileage 6.70 Montmagny Subd.
- R-3200 August 29 - Authorizing payment from The Railway Grade Crossing Fund towards the cost of placing reflective markings on the sides of C.P.R. railway cars during the period from July 1 to December 31, 1967.
- R-3201 August 29 - Approving changes in the automatic protection of the crossing of the C.N.R. and 26th Street in Brandon, Man., mileage 1.78 Cromer Subd.
- R-3202 August 29 - Rescinding authority of Order No. 120420 which authorized the R.M. of Bayne No. 371 to construct the Municipal Road across the C.N.R. between SW1/4-29 and the SE1/4-30-38-26 W3M, Sask., mileage 26.03 Aberdeen Subd., and requiring the C.N.R. to close the existing crossing at mileage 26.23.
- R-3203 August 29 - Approving changes in the automatic protection at the crossing of the C.N.R. and Station Road in Ste. Anne de la Pocatiere, P.Q., mileage 41.29 Montmagny Subd.

- R-3204 August 29 – Approving the location of the proposed new 14-foot by 28-foot office building of Imperial Oil Ltd., at its flammable liquid bulk marketing plant in Hythe, Alta., near mileage 88.1 Grande Prairie Subd., Northern Alberta Railways.
- R-3205 August 29 – Authorizing the removal of the speed limitation at the crossing of the Algoma Central Railway and Peoples Road, at Sault Ste Marie, Ont., mileage 3.3 Soo Subd.
- R-3206 August 30 – Requiring the C.N.R. to install automatic protection at the crossing of the Municipal Road in the City of Chambly, P.Q., mileage 44.04 Granby Subd., if a by-law of the City is not passed authorizing the closing of the level crossing.
- R-3207 August 30 – Amending Order No. 122347 which authorized the Town of Trenton to reconstruct the subway which carries Trenton Street (Hwy. No. 33) across and under the C.N.R. Ont., mileage 232.71 Kingston Subd.
- R-3208 August 30 – Authorizing the Ottawa Suburban Roads Commission to reconstruct and relocate the subway carrying Moodie Drive under the C.N.R. in the Twp. of Nepean, Ont., mileage 16.37 Ottawa Subd.; and requiring the Railways to construct a temporary diversion.
- R-3209 August 30 – Approving the installation of the railway and highway signals by the White Pass and Yukon Route at the railway bridge at Carcross, in the Yukon Territory, and approving the use of the bridge as a public highway.
- R-3210 September 3 – Authorizing the C.N.R. to close the station at Mount Forest, Ont., for a period of one week while the agent is on his annual vacation.
- R-3211 September 3 – Authorizing the C.N.R. to close the station at Tara, Ont., for a period of one week while the agent is on his annual vacation.
- R-3212 September 3 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road at McCreary, Man., mileage 83.77 Gladstone Subd.
- R-3213 September 3 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Hwy. No. 45, mileage 0.94 Val d'Or Subd., P.Q.
- R-3214 September 3 – Approving the proposed liquefied petroleum gas rail mounted transfer facilities from tank car-flat car combination to switch heater storage tanks at various locations on the Thompson Subd., in B.C. of the C.P.R., under specific requirements.

- R-3215 September 3 - Approving the proposed liquefied petroleum gas rail mounted transfer facilities from tank car-flat car combination to switch heater storage tanks at various locations on the C.P.R., Cascade Subd., British Columbia under specific requirements.
- R-3216 September 3 - Authorizing the C.N.R. to rearrange a portion of their trackage on the Marien Avenue Spur and to remove trackage where it crosses Sherbrooke Street, mileage 0.97 Town of Montreal East, P.Q.
- R-3217 September 3 - Approving the changes in the automatic protection at the crossing of the C.N.R. and 118th Avenue and 76th Street in Edmonton, Alta., mileage 2.13 Edmonton East Terminal Subd.
- R-3218 September 3 - Approving changes in the automatic protection at the crossing of the C.N.R. and St. Hilaire Station Road, in St. Hilaire, P.Q., mileage 54.34 St. Hyacinthe Subd.
- R-3219 September 3 - Authorizing the C.N.R. to construct their Redwater Spur from mileage 114.65 Vegreville Subd. across Municipal Road at certain locations in the M.D. of Sturgeon No. 90, Alta., at the following mileages: 0.21, 2.14, 3.23, 4.09, 7.21 and 8.52.
- R-3220 September 4 - Approving Plan profile of the C.P.R. showing relocation of its branch line serving Terminal Dock & Warehouse Co. Ltd., at Vancouver, B.C., commencing at mileage 126.3 Cascade Subd.
- R-3221 September 4 - Authorizing the County of Prince Edward, Ont., to reconstruct County Road No. 5 (Johnson Street) where it crosses the C.N.R., at mileage 1.93 Bethlehem Spur, and requiring the Railways to relocate the existing automatic protection to provide for the reconstruction.
- R-3222 September 4 - Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Indian Head Subd., Sask.
- R-3223 September 4 - Authorizing the Penn Central to make changes at the Welland Drawbridge Interlocking, at Welland Ont.
- R-3224 September 4 - Authorizing the C.N.R. to close the station at Belle River, Ont., for a period of two weeks and the station at Tecumseh, Ont., for a period of three weeks, while the station agents are on their annual vacation.
- R-3225 September 4 - Authorizing the County of Renfrew to construct a subway carrying County Road No. 17 under the track of the C.P.R. at mileage 97.07 Chalk River Subd., Ont. and authorizing the Railway to construct a temporary deviation.

- R-3226 September 4 — Rescinding authority of Order 121354 and authorizing the Town of Whitby to construct and maintain a fence and curb between the pedestrian walkway and the vehicular roadway at the overhead bridge carrying Brock Street South over the C.N.R. mileage 304.9 Kingston Subd. Ont.
- R-3227 September 6 — Approving tolls published in Supplement No. 18 to Canadian Freight Association Agreed Charge Tariff filed under section 3 of the M.F.R.A.
- R-3228 September 6 — Approving tolls published to Saint John and West Saint John, N.B., from stations in N.B., in Supplement No. 7 to Tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- R-3229 September 6 — Authorizing the C.N.R. to operate their engines, cars and trains on the bridge over Little Red Deer River, near Chelan, Sask., mileage 36.9 Chelan Subd.
- R-3230 September 6 — Authorizing the C.N.R. to reconstruct a spur line across Rang Double Road in the vicinity of mileage 39.15 Valleyfield Subd., and to construct a siding serving St-Lawrence Fertilizers Ltd., City of Salaberry de Valleyfield, P.Q.
- R-3231 September 6 — Approving the location of the proposed new 14-foot by 28-foot office building and existing tank truck flammable liquid loading facilities of Imperial Oil Ltd., in Hudson Bay, Sask., near mileage 101.18 Erwood Subd., C.N.R.
- *R-3232 September 6 — Authorizing the limitation of liability on rates on Carpets, Carpeting, Mats, Matting or Rugs, in straight or mixed carloads, to Vancouver, B.C., from various Eastern Canadian origins, C.N.R., C.P.R. (See page 455, 58 R.T.C.)
- R-3233 September 6 — Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Kroeker Seeds Ltd., at Winkler, Man., near mileage 71.75 La Riviere Subd. C.P.R.
- R-3234 September 6 — Rescinding authority of Order R-1840 and approving the location of the flammable liquid bulk storage and transfer facilities of Imperial Oil Ltd., at Eatonias, Sask., near mileage 10.0 Mantario Subd. C.N.R.
- R-3235 September 6 — Approving the location of the proposed new 16,000 Imperial gallon vertical flammable liquid storage tank and dyked extension of the Standard Oil Co. of B.C. Ltd., at Vanderhoof, B.C., near mileage 69.4 Nechako Subd. C.N.R.
- R-3236 September 6 — Authorizing the C.P.R. to open for the carriage of traffic its Meadowbrook Industrial Spur commencing at mileage 3.70

Winchester Subd., in the City of Lachine, P.Q., and requiring all rail movements over the level crossing of François Cusson Street, to be protected by flagging.

- R-3237 September 6 – Approving changes in the automatic protection at the crossing of the C.N.R. and Ontario Street in Grimsby, Ont., at mileage 27.42 Grimsby Subd.
- R-3238 September 6 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Kallum Street, District of Terrace, B.C., mileage 0.15 Skeena Subd.
- R-3239 September 6 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Madge Equipment Ltd., at Coutts, Alta., near mileage 46.9 Coutts Subd. C.P.R.
- R-3240 September 6 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Shell Canada Ltd., at Meander River, Alta., near mileage 223.0 Meander River Subd. C.N.R.
- R-3241 September 6 – Authorizing the Ontario Department of Highways to widen Hwy. No. 541 at the crossing of the C.N.R., Twp. of Garson, Ont., mileage 4.33 Sudbury Terminal Subd. and requiring the Railways to relocate the automatic protection to permit the widening.
- R-3242 September 6 – Authorizing the C.P.R. to close the public crossings at the following points on its Coronation Subd., in Alta., at mileages 61.63, 81.69, 82.63.
- R-3243 September 6 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Mr. D.L. Gough, at Raymond, Alta., mileage 7.2 Cardston Subd. C.P.R.
- R-3244 September 6 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Madge Equipment Ltd., at New Dayton, Alta., near mileage 9.3 Coutts Subd. C.P.R.
- R-3245 September 6 – Authorizing the Trans Canada Pipelines Ltd. to construct a 36-inch natural gas pipeline under the C.P.R. at the following locations: mileage 18.66 Miniota Subd. in the R M of Sask., Man., and mileage 50.03 Varcoc Subd., in the R M of Odanah, Man.
- R-3246 September 6 – Authorizing the C.N.R. to operate their engines, cars and trains over the bridge at mileage 165.4 Cusson Subd., Ont.
- R-3247 September 6 – Extending the time within which the Spruce Grove Feed and Farm Supplies Ltd., are authorized to locate its proposed temporary anhydrous ammonia transfer facilities at Spruce Grove, Alta., near mileage 19.69 Edson Subd., C.N.R.

- R-3248 September 6 – Authorizing the City of Peterborough, Ont., to widen Ashburnham Drive where it crosses the C.N.R., at mileage 61.61 Campbellford Subd.
- R-3249 September 6 – Approving the changes in the automatic protection at the crossing of the C.N.R. and 120th Avenue and 74th Street in Edmonton, Alta., at mileage 2.40 Edmonton East Terminal Subd.
- R-3250 September 6 – Authorizing the County of Oxford, Ont., to improve the approaches to the crossing of County road No. 20 of the Penn Central at mileage 87.31 Canada Division, Main Line.
- R-3251 September 6 – Extending the time within which the Upshaw Fertilizer Co. of Calgary was authorized to locate its proposed temporary anhydrous ammonia facilities at Ardenode, Alta., near mileage 103.0 Drumheller Subd., C.N.R.
- R-3252 September 6 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Madge Equipment Ltd., at Warner, Alta., near mileage 23.2 Coutts Subd., C.P.R.
- R-3253 September 6 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Mr. R.G. Stephen at Vulcan, Alta., near mileage 51.0 Aldersyde Subd., C.P.R.
- R-3254 September 9 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Townsend Street in Sydney, N.S., at mileage 113.52 Sydney Subd.
- R-3255 September 9 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in the R.M. of Coldwell, Man., mileage 74.09 Oak Point Subd.
- R-3256 September 9 – Approving changes in the automatic protection at the crossing of the C.N.R. and Galloway Road, east of Guildwood, Ont., mileage 320.95 Kingston Subd.
- R-3257 September 9 – Authorizing the C.P.R. to close within the limits of its right of way the crossing of Bowles Street in the Village of Cartwright, Man., mileage 35.39 Napinka Subd.
- R-3258 September 9 – Approving the location of the proposed anhydrous ammonia bulk storage and transfer facilities of Simplot Chemical Co. Ltd., at Bon Accord, Alta., near mileage 8.4 Lac la Biche Subd., Northern Alberta Railways.
- R-3259 September 9 – Approving the location of the proposed additional flammable liquid bulk storage and transfer facilities of Texaco Canada Ltd., at Drumheller, Alta., near mileage 52.7 Drumheller Subd. C.N.R.

- R-3260 September 9 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in the R.M. of Eriksdale, Man., mileage 86.05 Oak Point Subd.
- R-3261 September 9 - Approving changes in the automatic protection at the crossing of the C.N.R. and 115th Avenue and 80th Street in Edmonton, Alta., mileage 1.74 Edmonton East Terminal Subd.
- R-3262 September 9 - Approving changes in the automatic protection at the crossing of the C.N.R. and 95th Street, Edmonton, Alta., mileage 0.46 Edmonton East Terminal Subd.
- R-3263 September 9 - Approving changes in the automatic protection at the crossing of the C.N.R. and 96th Street and 105th Avenue, Edmonton, Alta., mileage 0.40 Edmonton East Terminal Subd.
- R-3264 September 11 - Authorizing the Ontario Department of Highways to construct Hwy. No. 38 across the C.P.R. in the Twp. of Hinchinbrooke, County of Frontenac, Ont., at mileage 71.21 Kingston Subd., eliminating a crossing at mileage 71.22 and requiring the Railway to relocate the automatic protection from the existing crossing to the new crossing and upon completion to close the existing crossing.
- R-3265 September 11 - Authorizing Trans-Canada Pipe Lines Ltd. to construct a 24-inch diameter Steel Natural Gas Pipeline under the C.P.R., mileage 81.3 Belleville Subd., in the Twp. of Tyendinaga, County of Hastings, Ont.
- R-3266 September 11 - Approving tolls published in Tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- R-3267 September 11 - Authorizing City of Kingston, Ont., to construct a road connecting LaSalle Causeway with Place d'Armes crossing at grade the C.P.R. at mileage 103.19 Kingston Subd., and the siding serving Anglin Co. Ltd. at mileage 0.02 off mileage 103.21 Kingston Subd.
- R-3268 September 11 - Approving the construction of Beaubien Street, City of Montreal, P.Q., across the C.P.R. mileage 5.42 Park Avenue Subd.
- R-3269 September 11 - Approving changes in the automatic protection at the crossing of the C.N.R. and 112th Avenue, Edmonton, Alta., mileage 1.35 Edmonton East Terminal Subd.
- R-3270 September 11 - Approving changes in the automatic protection at the crossing of the C.N.R. and 66th Street, Edmonton, Alta., mileage 3.18 Edmonton East Terminal Subd.

- R-3271 September 11 – Approving changes in the automatic protection at the crossing of the C.N.R. and 114th Avenue and 81st Street, Edmonton, Alta., mileage 1.60 Edmonton East Terminal Subd.
- R-3272 September 11 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Double A Fertilizer Services Ltd., at Raley, Alta., near mileage 37.6 Cardston Subd. C.P.R.
- R-3273 September 11 – Approving changes in the automatic protection at the crossing of the C.N.R. and Oriole Drive, north of Holland Landing, Ont., mileage 39.33 Newmarket Subd.
- R-3274 September 11 – Authorizing the City of Peterborough, Ont., to connect and synchronize the traffic signals at the intersection of Lansdowne Street and Erskine Avenue, with the automatic protection at the crossing of the C.P.R. and Lansdowne Street, mileage 119.33 Havelock Subd.
- R-3275 September 11 – Authorizing the Metro Corp. of Greater Winnipeg, Man., to construct Access Road R1 across the C.N.R. at mile 0.09 of the Spur commencing at mileage 0.35 St. Boniface Yard Lead off mileage 149.63 Sprague Subd.
- R-3276 September 11 – Amending Order No. 118612 which authorized the Ontario Department of Highways, to construct a subway carrying Hwy. No. 8 under the C.N.R. in the City of Niagara Falls, Ont., mileage 3.78 Grimsby Subd.
- R-3277 September 11 – Approving the changes in the automatic protection at the crossing of the C.N.R. and 82nd Street and 113th Ave., Edmonton, Alta., mileage 1.51 Edmonton East Terminal Subd.
- R-3278 September 11 – Approving the changes in the automatic protection at the crossing of the C.N.R. and 92nd Street, Edmonton, Alta., mileage 0.71 Edmonton East Terminal Subd.
- *R-3279 September 11 – Declaring C.P.R. trains numbers 427 and 428 operating between Sudbury and Sault Ste. Marie, Ont., to each comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act; and requiring the Railway not to discontinue any of these trains without leave of the Committee and to post notices in every station on the line. (See page 445, 58 R.T.C.)
- *R-3280 September 11 – Declaring C.P.R. trains numbers 321 and 322 operating between Toronto and Hamilton, Ont., to each comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act; and requiring the Railway not to

discontinue any of these trains without leave of the Committee and to post notices in every station on the line. (See page 447, 58 R.T.C.)

- *R-3281 September 11 – Declaring The Toronto, Hamilton and Buffalo Rly. Co. trains numbers 371 and 376 operating between Hamilton and Welland, Ont., to each comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act; and requiring the Railway not to discontinue any of these trains without leave of the Committee and to post notices in every station on the line. (See page 449, 58 R.T.C.)
- *R-3282 September 11 – Declaring C.P.R. trains numbers 337, 338, 339 and 340 operating between Toronto and Windsor, Ont., to each comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act; and requiring the Railway not to discontinue any of these trains without leave of the Committee and to post notices in every station on the line. (See page 451, 58 R.T.C.)
- *R-3283 September 11 – Declaring The Esquimalt and Nanaimo Rly. Co. trains numbers 1 and 2 (C.P.R.) operating between Victoria and Courtenay, B.C., to each comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act; and requiring the Railway not to discontinue any of these trains without leave of the Committee and to post notices in every station on the line. (See page 453, 58 R.T.C.)
- R-3284 September 12 – Authorizing the C.N.R. to construct a temporary bridge to permit the construction of a sewer pipeline by the Cities of Dorval and Pointe-Claire, P.Q., at mileage 12.20 Kingston Subd., west of Sources Road; and authorizing the Railways to operate over the said temporary bridge during the period of construction of the sewer pipeline.
- R-3285 September 12 – Amending Order No. 124089 which allocated the cost of installing the automatic protection at the crossing of the C.N.R. and Hwy. No. 11 in Cooks Brook, N.B., mileage 118.71 Springhill Subd.
- R-3286 September 12 – Authorizing the Twp. of Brighton to improve the sight lines at the crossing of the Twp. Road and the C.N.R. at mileage 243.14 Kingston Subd., and the C.P.R. at mileage 113.83 Belleville Subd. Ont.
- R-3287 September 12 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Ville Marie Range Road in the

Parish of St-Joseph-de-la-Pointe-de-Levy, Levis County, P.Q.,
mileage 104.60 Montmagny Subd.

- R-3288 September 12 – Amending Order No. 121823 which required the C.N.R. to improve the automatic protection at the crossing of their railway and 22nd Street, in the City of Quebec, P.Q., mileage 1.63 St. Raymond Subd., and mileage 0.47 Laird Subd.
- R-3289 September 12 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Croft Road, in Chester Basin, N.S., mileage 53.70 Chester Subd.
- R-3290 September 12 – Authorizing the C.N.R. to make changes to the signalling at the junction of their railway and the railway of the Penn Central Co., at Fort Erie, Ont., mileage 0.00 to mileage 2.00 Cayuga Subd.
- R-3291 September 12 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Hwys. Nos. 7 and 12, in Blackwater, Ont., mileage 18.88 Uxbridge Subd.
- R-3292 September 12 – Approving the location of the proposed branch line of the C.P.R., 5.55 miles in length, commencing at mileage 30.1 Empress Subd., in the SE1/4-2-19-18 W3M, Sask., and authorizing the Railway to construct and operate over the said branch line across the following public roads: at mileage 0.51, 2.11, 3.02, 3.61 and 5.04 and rescinding authority of Order No. R-3169.
- R-3293 September 12 – Authorizing the C.P.R. to construct a temporary diversion of its railway across the 8-inch diameter steel gas pipe line of Consumers' Gas Co., on Midland Avenue, near mileage 199.15 Belleville Subd., Scarborough, Ont.
- R-3294 September 12 – Authorizing the Town of Redwater, Alta., to reconstruct 4th Avenue North across the C.N.R. at mileage 30.01 Coronado Subd., and to provide a pedestrian crossing.
- R-3295 September 13 – Authorizing the C.N.R. to make track changes of the Pleasant Point Subd., and the Cromer Subd., City of Brandon, Man., and the relocation of the tracks at 6th Avenue crossing.
- R-3296 September 16 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and the access road to Punichy, Sask. mileage 72.65 Watrous Subd.
- R-3297 September 16 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and County Road No. 14, West of Brechin, Ont., mileage 72.40 Bala Subd.

- R-3298 September 16 -- Amending Order No. 124073 which required the New York Central System to install automatic protection at the crossing of its railway and Kent County Road No. 19, in Highgate, Ont., mileage 155.51 N.F. Main Line Subd.
- R-3299 September 16 -- Requiring the C.N.R. to install automatic protection at the crossing of their railway and County Road No. 14, in Concession 9, Twp. of Thorah, Ont., mileage 66.58 Bala Subd.
- R-3300 September 16 -- Authorizing the Twp. of Percy, in the County of Northumberland, Ont., to realign, widen and improve the Twp. Road where it crosses the C.N.R., between Concessions 12 and 13, Lot 20, and upon completion requiring the Railways to install automatic protection at the said crossing.
- R-3301 September 16 -- Requiring the C.N.R. to install automatic protection at the crossing of their railway and Pemberton Street, Town of Ingersoll, Ont., mileage 58.26 Dundas Subd.
- R-3302 September 16 -- Authorizing the Saskatchewan Department of Highways and Transportation to reconstruct Hwy. No. 20 where it crosses the C.P.R. at mileage 38.87 Prince Albert Subd., between the SW1/4-14 and NW1/4-11-39-23 W2M.
- R-3303 September 16 -- Extending the time within which Cominco Ltd., was authorized to locate its temporary anhydrous ammonia transfer facilities at Red Deer, Alta., near mileage 3.5 Leduc Subd. C.P.R.
- R-3304 September 16 -- Assessing the balance of the cost of the reconstruction of the overhead bridge carrying Hwy. 9B over C.N.R. City of Jacques Cartier, County of Chambly, P.Q., mileage 1.15 Sorel Subd. on the Quebec Dept. of Roads.
- R-3305 September 16 -- Approving changes in the automatic protection at the crossing of C.N.R. and County Road No. 7, west of Ernestown, Ont., mileage 190.13 Kingston Subd.
- R-3306 September 16 -- Approving changes in the automatic protection at the crossing of the C.N.R. and Absalom Street, Mildmay, Ont., mileage 15.16 Southampton Subd.
- R-3307 September 16 -- Requiring the C.P.R. to install automatic protection at the crossing of its railway and Mutual Street, Town of Ingersoll, Ont., mileage 8.75 St. Thomas Subd.
- R-3308 September 16 -- Amending Order No. 124245 which required the New York Central System to install automatic protection at the crossing of its railway and Ingersoll Road, in Brownsville, County of Oxford, Ont., mileage 96.56 N.F. Main Line Subd.

- R-3309 September 16 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Range Road No. 5, Mun. of St. Germain de Grantham, P.Q., mileage 101.05 Drummondville Subd.
- R-3310 September 16 – Dismissing application of the C.P.R. for authority to remove the agent and close the station at Codette, Sask., mileage 125.5 Tisdale Subd.
- R-3311 September 16 – Dismissing application of the C.P.R. for authority to remove the agent and appoint a caretaker-express agent at Plunkett, Sask., mileage 55.9 Sutherland Subd.
- R-3312 September 16 – Extending the time within which the British Yukon Rly. Co. (White Pass and Yukon Route) was required to install automatic protection at the crossing of its railway and an access road at Whitelhorse, Yukon Territory.
- R-3313 September 16 – Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-3314 September 16 – Approving revisions to tariffs filed by the Canadian National Telecommunications.
- R-3315 September 16 – Approving Plans showing revisions to the signals on the Rivers Subd., Man., between mileages 56.1 and 126.5, C.N.R.
- R-3316 September 16 – Approving changes in the automatic protection at the crossing of the C.N.R. and Aird Avenue in Montreal, P.Q., mileage 9.04 Longue Pointe Subd.
- R-3317 September 16 – Approving changes in the automatic protection at the crossing of the C.N.R. and Tiffin Street, in Barrie, Ont., mileage 63.00 Newmarket Subd.
- R-3318 September 16 – Amending Order No. 121985 which authorized the installation of automatic protection at the crossing of Perrot Boulevard, Town of Ile Perrot, P.Q., and the C.P.R. at mileage 16.62 Winchester Subd., and C.N.R. at mileage 22.07 Kingston Subd.
- R-3319 September 16 – Approving the location of the proposed additional liquefied petroleum gas bulk storage and transfer facilities and new office and shop building of Steelgas Utilities Ltd., at Thompson, Man., near mileage 30.7 Thompson Subd. C.N.R.
- R-3320 September 16 – Authorizing the County of Essex, Ont., to reconstruct County Road No. 37 across The Chesapeake and Ohio Rly. Co. in the Twp. of Mersea, mileage 42.6 No. 1 Subd., and upon completion requiring the Railway to install automatic protection at the said crossing.

- R-3321 September 16 – Authorizing the C.P.R. to make changes to the signals between Frank and Coleman, Alta., mileage 86.7 to mileage 91.2 Crowsnest Subd.
- R-3322 September 16 – Assessing the balance of the cost of reconstruction of the overhead bridge carrying Range Roads 5-6 across the C.N.R. in the Mun. of Clericy, County of Rouyn-Noranda, P.Q., mileage 26.33 Rouyn Subd. C.N.R. on the Quebec Department of Roads.
- R-3323 September 16 – Authorizing the C.P.R. to make changes to the signals at Lobo, Ont., mileage 7.1 Windsor Subd.
- R-3324 September 16 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Main Street, in Antigonish, N.S., mileage 84.05 Hopewell Subd.
- R-3325 September 17 – Extending the time within which Cominco Ltd. was authorized to locate its temporary anhydrous ammonia transfer facilities at Benalto, Alta., near mileage 24.6 Alberta Central Subd. C.P.R.
- R-3326 September 17 – Extending the time within which Shurcrop Soil Service Ltd. was authorized to locate its temporary anhydrous ammonia transfer facilities at Nobleford, Alta., near mileage 12.4 Aldersyde Subd. C.P.R.
- R-3327 September 17 – Extending the time within which Shurcrop Soil Service Ltd. was authorized to locate its temporary anhydrous ammonia transfer facilities at Carmangay, Alta., near mileage 30.05 Aldersyde Subd. C.P.R.
- R-3328 September 17 – Extending the time within which Cominco Ltd. was authorized to locate its temporary anhydrous ammonia transfer facilities at Niobe, Alta., near mile 78.2 Red Deer Subd. C.P.R.
- R-3329 September 17 – Extending the time within which Cominco Ltd. was authorized to locate its temporary anhydrous ammonia transfer facilities at Alix, Alta., near mileage 80.1 Lacombe Subd. C.P.R.
- R-3330 September 17 – Extending the time within which Cominco Ltd. was authorized to locate its temporary anhydrous ammonia transfer facilities at Erskine, Alta., near mileage 64.4 Lacombe Subd. C.P.R.
- R-3331 September 17 – Extending the time within which Cominco Ltd. was authorized to locate its temporary anhydrous ammonia transfer facilities at Stettler, Alta., near mileage 57.1 Lacombe Subd. C.P.R.

- R-3332 September 17 — Extending the time within which Lacombe Fertilizer and Farm Supply Ltd. was authorized to locate its temporary anhydrous ammonia transfer facilities at Penhold, Alta., near mileage 83.73 Red Deer Subd. C.P.R.
- R-3333 September 17 — Extending the time within which Lacombe Fertilizer and Farm Supply Ltd. was authorized to locate its temporary anhydrous ammonia transfer facilities at Lacombe, Alta., near mileage 18.3 Leduc Subd. C.P.R.
- R-3334 September 17 — Approving the location of the proposed bulk storage and transfer facilities of the United Co-operatives of Ontario at Courtland, Ont., near mileage 89.94 Cayuga Subd. C.N.R.
- R-3335 September 18 — Amending Order No. 117489 which authorized, the installation of automatic protection at the crossing of the C.P.R. and Grandes Prairies Sud Road, Town of Vimont, P.Q., mileage 1.47 Trois-Rivieres Subd.
- R-3336 September 18 — Approving tolls published in Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-3337 September 18 — Approving tolls published in Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-3338 September 18 — Approving tolls published in Supplement No. 4 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-3339 September 18 — Approving tolls published in Supplement No. 4 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A., and rescinding authority of Order No. 124401.
- R-3340 September 18 — Approving tolls published in Supplement No. 9 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-3341 September 18 — Approving the location of the crude oil transfer facilities of Gibson Petroleum Co. Ltd., at Pollockville, Alta. near mileage 39.3 Sheerness Subd. C.N.R.
- R-3342 September 18 — Approving the location of the proposed new flammable liquid bulk storage and transfer facilities of Imperial Oil Ltd., at Medicine Hat, Alta., near mileage 147.0 Maple Creek Subd.
- R-3343 September 18 — Extending the time within which Madge Equipment Ltd. was authorized to locate its temporary anhydrous ammonia transfer facilities at Milk River, Alta., near mileage 34.5 Coutts Subd. C.P.R.

- R-3344 September 18 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, 2.7 miles east of Burford, Ont., at mileage 6.7 Burford Subd.
- R-3345 September 18 — Approving revisions to tariffs filed by the British Columbia Telephone Company.
- R-3346 September 18 — Amending Order No. 121465 which authorized the Town of Acton, Ont., to widen Eastern Avenue where it crosses the C.N.R. at mileage 35.48 Guelph Subd., and requiring the Railways to install automatic protection at the said crossing.
- R-3347 September 19 — Authorizing the C.N.R. to relocate their Long Wharf sidings across the navigable waters in the City of Saint John, N.B., and the Saint John Harbour Bridge Authority to construct Ramp C overhead bridge over the relocated C.N.R.s' Long Wharf Siding and the construction of a temporary connection of its thruway across the Railways' siding and requiring manually flagging to be provided until manually operated signalling is completed at the crossing.
- R-3348 September 19 — Authorizing the Alberta Department of Highways to widen Hwy. No. 12 where it crosses the C.P.R. at mileage 42.74 Coronation Subd., near Compeer, Alta.
- R-3349 September 19 — Approving tolls published in Supplement No. 5 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A., and rescinding authority of Order No. R-2559.
- R-3350 September 19 — Requiring the C.P.R. to install automatic protection at the crossing of its railway and Bentley Street, in the City of Saint John, N.B., mileage 1.02 McAdam Subd.
- R-3351 September 19 — Authorizing Metro Corporation of Greater Winnipeg to widen and reconstruct McPhillips Street where it crosses the C.P.R.'s "L" Yard Lead, mileage 1.25 Carberry Subd., City of Winnipeg, Man., and requiring the Railway to relocate and revise the automatic protection to provide for the widened crossing.
- R-3352 September 19 — Requiring the Grand Falls Central Rly. Co. to install automatic protection at the crossing of its railway and Hwy. No. 42 between Botwood and Bishop's Falls, Nfld. mileage 12.75 Main Line Subd.
- R-3353 September 19 — Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Hwy. No. 19, west of Peffers, Ont., mileage 18.24 Newton Subd.

- R-3354 September 19 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Hwy. No. 47, east of Stouffville, Ont., mileage 38.94 Uxbridge Subd.
- R-3355 September 19 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, east of Tecumseh, Ont., mileage 98.42 Chatham Subd.
- R-3356 September 20 – Rescinding authority of Order No. 121274 which authorized the Quebec Department of Roads to close the crossing of Brigham-Cowansville Road in the Mun. of Adamsville, P.Q., and C.P.R. at mileage 122.14 Sherbrooke Subd., and to construct an access route across the railway at mileage 122.15.
- R-3357 September 20 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Brigham-Cowansville Road, in the Mun. of Adamsville, P.Q., at mileage 122.14 Sherbrooke Subd.
- R-3358 September 20 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Hwy. No. 1, south of Granby, P.Q., mileage 10.92 Granby Subd.
- R-3359 September 20 – Authorizing the Quebec Department of Roads to improve the approaches to the crossing of the public road and the C.N.R., City of Montmagny, P.Q., mileage 80.40 Montmagny Subd.
- R-3360 September 20 – Requiring the C.N.R. to relocate the reflectorized crossing signs from the crossing of their railway and First Street in Belle River, Ont., at mileage 90.23 Chatham Subd., to another crossing at York Street, in London, Ont., at mileage 0.30 CNR connection to CN-CP Interchange Track off mileage 30.86 Thorndale Subd.
- R-3361 September 20 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Ste Philomene Road in the Parish of Ste Genevieve de Berthier, P.Q., at mileage 42.74 Trois Rivières Subd.
- R-3362 September 20 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Hwy. No. 21 at Allenford, Ont., mileage 54.64 Owen Sound Subd.
- R-3363 September 20 – Approving the location of the proposed new flammable liquid bulk storage and transfer facilities of Imperial Oil Ltd., at Beaverlodge, Alta., near mileage 78.4 Grande Prairie Subd., Northern Alberta Railways.
- R-3364 September 20 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of H. Gillam and Son at Portage la Prairie, Man., Carberry Subd. C.P.R.

- R-3365 September 20 – Approving the less-than-standard vertical clearances on tracks 4, 5 and 6, bounded by lines U to XE and 48 northward, between Dorchester and Lagauchetiere Streets, in Montreal, P.Q. C.N.R. Montreal Terminal Subd.
- R-3366 September 20 – Authorizing the C.P.R. to make changes to the signals between mileages 52 and 108.3 Cascade Subd., in British Columbia.
- R-3367 September 20 – Amending Order No. 122189 which authorized the construction of an overhead bridge to carry Nairn Ave. across the C.P.R. in the City of Winnipeg, Man., mileage 124.29 Keewatin Subd. and mileage 0.18 Lac du Bonnet Subd.
- R-3368 September 20 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Brock Street, in Uxbridge, Ont., mileage 28.56 Uxbridge Subd.
- R-3369 September 20 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Jones Road, west of Winoma, Twp. of Saltfleet, Ont., mileage 34.29 Grimsby Subd.
- R-3370 September 20 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Burnaby Road, Twp. of Wainfleet, Ont., mileage 24.48 Dunnville Subd.
- R-3371 September 20 – Authorizing the County of Haldimand, Ont., to widen and improve County Road No. 12 (King Street) where it crosses the Penn Central at mileage 55.49 Main Line Subd. and the C.N.R. at mileage 26.70 Hagersville Subd., and requiring the Penn Central to relocate and improve the automatic protection at the said crossing.

Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

Application of the Maritimes Transportation Commission and the Maritime Lumber Bureau for disallowance of increased carload rates on lumber from points in the Atlantic Provinces to destinations in the provinces of Ontario and Quebec, made effective September 5, 1967, and alleged to be in violation of subsection (3) of section 335 of the Railway Act.

File No. 34822.49
October 7, 1968

Heard at Ottawa, June 17 and 18, 1968.

BEFORE:

PIERRE TASCHEREAU, Q.C.,
W.R. IRWIN,
A.S. KIRK,

*Vice-President.
Commissioner.
Commissioner.*

APPEARANCES:

JOHN H. DICKEY, Q.C.,

*for The Maritimes Transportation
Commission and the Maritime
Lumber Bureau.*

H.J.G. PYE
and
T.W. TOWARD
R.J. MADGE

for Canadian National Railways.

for Canadian Pacific Railway company.

BY THE RAILWAY TRANSPORT COMMITTEE

JUDGMENT

IRWIN, KIRK, Commissioners:

The applicants, The Maritimes Transportation Commission and the Maritime Lumber Bureau, seek disallowance of tariffs* of the Canadian National Railways and

* Supplement 83 to Canadian National Rys. Tariff CTC(F) No. E. 4063
Supplement 36 to Canadian National Rys. Tariff CTC(F) No. E. 4097
Supplement 16 to Canadian Pacific Ry. Co. Tariff CTC(F) No. E. 5317

Canadian Pacific Railway Company which were filed and became effective on September 5, 1967, increasing certain carload freight rates on Lumber from points in the select territory, as defined in the Maritime Freight Rates Act, to destinations west of the said select territory in the Provinces of Quebec and Ontario.

The increases as effected by these tariff publications were applied only to rates which the railways considered had been established previously as competitive rates. Increases of a similar kind were also applied, at the same time, to tariffs naming rates on lumber from points in Northern Quebec and Ontario to the same destinations. Applicants refer to the latter in their evidence and have submitted exhibits comparing the rates from both origin territories.

The matter at issue is a narrow one and is succinctly stated in the opening of argument by Counsel for the applicants —

“... disallowance is sought on the ground that the proposed increase contravenes the provisions of subsection 3 of section 335 of the Railway Act and the sole basic issue in our submission between the parties on this application is whether or not the commodity rate applicable to lumber movements out of the select territory are competitive rates within the meaning of that subsection which reads ‘a commodity rate (other than a competitive rate)’.” (Transcript pp. 1630-1)

A substantial amount of evidential material was filed by both parties comprising thirty-five exhibits and some two hundred pages of transcript of evidence and argument, all of which has been fully weighed and considered in reaching a decision.

A series of exhibits was submitted in evidence by the applicants comprising the history of rate changes since April 7, 1948 from specific points in the select territory and comparisons with like rates from northern Quebec and Ontario shipping points to common destinations.

In general, between April 7, 1948 and November 30, 1958 the rates from both territories were subjected to a single carload minimum weight of 40,000 lbs. although in this period and later some competitive rates were established at a carload minimum weight of 30,000 lbs., or higher, from Quebec-Ontario points which were subjected to the same level of general increase as was applied to non-competitive rates in the period 1955–November 30, 1958.

On December 1, 1958, pursuant to Board of Transport Commissioners' Order No. 96300, the competitive and non-competitive rates were increased by 17 per cent. This increase, as applied to non-competitive rates, was by May 6, 1960 rolled back to 8 per cent under the provisions of the Freight Rates Reduction Act; competitive rates remained subject to the 17 per cent increase at the discretion of the railways.

In February 1959 the railways voluntarily removed the entire 17 per cent increase from the competitive rates on lumber from the Quebec-Ontario points. In June 1959 the railways similarly removed the 17 per cent increase from the prevailing rates on lumber from the select territory.

In September 1961 competitive rates were established from the Quebec-Ontario points subject to varying minimum carload weights. These rates were incentives to heavier loading of freight cars in that where the rate applied for a minimum weight of 50,000 lbs., lower rates, predicated thereon, were accorded for minimum weights of 60,000 70,000 and 80,000 lbs. per car. The tariffs naming such incentive rates stated that they were established to meet motor truck and/or water competition.

In February 1962 similar rates were established from select territory points but the tariffs did not indicate any competitive connotation. Such rates were predicated upon the prevailing rate for 40,000 lbs., carload minimum weight.

On October 10, 1966 a general increase of 10 per cent was applied to these incentive rates and to other rates which also had not been subject to the Freight Rates Reduction Act.

In December 1966 and subsequently, these exhibits show substantial reductions in certain incentive rates for 80,000 lbs., carload minimum weight. Taken from the exhibits, the following are examples of the extent of the reductions:

<u>From</u>	<u>To</u>	<u>Former Rate</u>	<u>Reduced to (x)</u>
(cents per 100 lbs)			
Dolbeau, Que.	Farnham, Que.	40	28
Roberval, Que.	Montreal, Que.	36 (a)	25
Val d'Or, Que.	"	37 (b)	25
St. Felicien, Que.	"	36	26
LaSarre, Que.	Drummondville, Que.	48	30
Amos, Que.	Ottawa, Ont.	47 (c)	40 (d)
Abitibi, Ont.	Toronto, Ont.	42	unchanged
Hearst, Ont.	"	48	48 (e)
Parent, Que.	Waterloo, Que.	40	unchanged

(x) Prior to September 5, 1967 except as noted below.

(a) Reduced to 31¢ in December 1962.

(b) Reduced to 31¢ in October 1965.

(c) Increased to 50¢ September 5, 1967.

(d) Effective February 12, 1968.

(e) Increased to 51¢ September 5, 1967 but reduced by Agreed Charge February 20, 1968.

On September 5, 1967, which is the effective date of the tariffs complained of herein, the rates from Quebec-Ontario, with some exceptions, were increased in the same measure as those from select territory.

Applicants' witness Armitage stated it is customary for the railways to designate competitive tariffs specifically so as to define their status as such; that the tariff regulations of the Board of Transport Commissioners, which are now current regulations of the Canadian Transport Commission, require (1) that competitive rates be published, as far as possible, in separate competitive tariffs and (2), if included in tariffs with non-competitive rates, the competitive rates shall be clearly so indicated; and that the tariffs involved herein bear no competitive designation.

The witness states that in preparing the exhibits which compare the rates from the select territory with rates from Quebec-Ontario, the points of origin and destination were known to be areas in which the lumber producers in both areas compete; that the effect of further reductions from the Quebec-Ontario points is to increase the differential against the select territory shippers, stating:

"... I think it is clear from Exhibits 4 through to 13 from the rate comparisons contained therein that if there was a competitive relationship between the rates from Select Territory to Quebec and Ontario with the rates within Quebec and Ontario, that competitive relationship — as I say, if it indeed did exist as a competitive relationship — was disrupted by numerous competitive rates established within Quebec and Ontario, and I think it is clear from each of these statements that what in effect was a relatively small differential on April 7th, 1948 has developed to a point where it is a very significant difference in rates as between the two shipping areas and certainly a considerable rate burden for the Maritime shippers to overcome in marketing their lumber in Quebec and Ontario." (Transcript pp. 1488-9)

Concerning the removal of the 17 per cent increase of December 1, 1958, the witness stated:

"... when the 17 per cent increase had been removed from the competitive rates within Quebec and Ontario, the Maritimes Transportation Commission, the Maritime Lumber Bureau and others made representations to the railways pointing out that the removal of the increase within Quebec and Ontario, the continued application of that increase from points in select territory, created a severe burden for the Maritime lumber shippers to overcome, that is a rate burden in marketing their lumber in Quebec and Ontario, and as a result of these representations the increase was similarly removed from the rates from select territory, and here I am speaking of the commodity rates on lumber, on June 15th of 1959." (Transcript pp. 1490-1)

The witness also stated that some competitive rates, designated as being to meet motor truck and/or water competition, are currently applicable from points in New Brunswick relatively close to the Quebec-New Brunswick border to the eastern area of Quebec, but truck competition does not exist in general from the select territory except from the New Brunswick area above mentioned.

The evidence of Mr. C.E. Bragg of Collingwood Lumber Limited, Oxford Junction, N.B., and who is Chairman of the transportation committee of the Maritime Lumber Bureau, may be summarized that only about one-quarter of the lumber mills in the Maritimes have continued in operation since 1948; that about 40 per cent of the business of his company is marketed in central Canada in competition with producers in Quebec and Ontario; that there is no truck competition from Nova Scotia of which he is aware, and that while 24 per cent of the average ten-year 1957-1966 production moved from the Maritimes, in 1965 it was down to 17 per cent, and in 1966 was 13 per cent; the reduction being due, in his opinion, to increased freight rate costs. Mr. Bragg admitted, on cross-examination, that the reductions mentioned were prior to the increase in rates herein involved.

Mr. W.B.V. Lingley, General Manager of Ashley-Coulter Limited of Fredericton, N.B., stated his lumber shipments moved to central Canada markets exclusively by rail; that he had not been approached by any road transport service although he had made enquiries which indicated motor vehicle rates were substantially in excess of rail rates. The witness attributed this condition to the lack of return loads for the type of equipment required for carriage of lumber.

The evidence of railway witnesses which was supported by 22 exhibits and which included a number of actual tariffs to show, mostly, the mechanical methods of tariff publication, was quite extensive. A summary of the salient points follows:

Canadian National Exhibit No. 20 consists mainly of inter-departmental correspondence in 1959 concerning potential highway competition from the select territory and the circumstances leading up to the removal of the 17 per cent increase. Exhibit No. 22 similarly dealt with the matter of a decision in 1961 to extend incentive loading rates from that area to offset threatened highway movement.

Canadian National Exhibit 24 sets out examples of what the rates would have been on a normal basis if the 17 per cent increase had not been removed but with the rates being frozen in accordance with Section 335(3) of the Railway Act. The Exhibit shows such rates as from Sussex, N.B. to Quebec, Montreal, Ottawa, Toronto and Windsor. An extract therefrom, to which has been added the current incentive loading rates as made effective September 5, 1967, follows:

Sussex, N.B. to Montreal:

Effective May 6, 1960, carload minimum 40,000 lbs. — 46¢

Current incentive loading rates—

carload minimum	40,000 lbs.	—	50¢
"	"	60,000 "	— 48¢
"	"	70,000 "	— 47¢
"	"	80,000 "	— 46¢

It is also shown in the Exhibit that if the rate freeze had not been imposed by the statute the rate for 40,000 lbs. minimum carload weight, as at May 1, 1968, would be 54¢.

Exhibits 26 to 35, inclusive, were submitted by the Canadian Pacific Railway Company but as they complement and are similar to those of the Canadian National Railways, no summary thereof appears necessary.

Mr. P.G. Gallant, the only witness for Canadian National, stated he had been personally involved in the negotiations which led up to the removal of the 17 per cent increase from both the Quebec-Ontario and the Select Territory shipping points; that the removal thereof as to Quebec-Ontario shipping points was made necessary by threatened reversion to highway transport; and that:

"... The Railways, based on the experience when this tariff CF 465 was published, and knowing full well the implications respecting the truck competition, saw fit in their judgment to remove the 17 per cent increase from the rates applying from Northern Quebec and Ontario points to southern points in those provinces." (Transcript pp. 1518-19)

With respect to the similar action taken from the select territory, Mr. Gallant stated:

"... subsequent to that action, representations were made to the railways by the Maritimes Transportation Commission, the Maritime Lumber Bureau, various individual shipping companies, asking that the 17 per cent increase be removed from their rates. Now, there were two things... which were stressed: ... the removal of this increase was necessary in order that the lumber producers in the Maritime provinces could compete with the shippers in Ontario and Quebec. They also stated that if the railways did not remove this 17 per cent increase they would have to look to other modes of transportation in order to transport their lumber from the Maritimes to Quebec and Ontario." (Transcript p. 1519)

Mr. Gallant went on to say that there was evidence of truck competition from the select territory and indications it could become a very serious threat; that to eliminate the competition existing in some areas and to prevent further inroads, the railways removed the increase; also that some of the representations made to the railways stressed the element of market competition, but the action taken was primarily predicated upon truck and water competition.

In establishing truck competitive rates from northern Quebec and Ontario some 25 or more shipping points which had no highway facilities were included; the reason for their inclusion was that in establishing the competitive rates it was a blanket coverage over a large area in which truck movement was extant; that within such blanket area some points had no roads but the shippers therefrom were selling in the same markets and the railways felt "it was only fair and equitable that they also obtain the benefit of these rates." (Transcript p. 1521)

Questioned on this point by Mr. Dickey, the witness agreed that the railways' action in extending the competitive rates, as stated, constituted an attempt to maintain them in a competitive marketing position, whereupon Mr. Dickey questioned why rates established to meet actual competition from highway transport in select territory were not also extended to apply from other points in that territory from which no actual truck competition existed. The witness stated that the extension of the rates to apply from the non-highway points in Quebec-Ontario was within a general coverage of competitive rates throughout the area but even there it had become necessary to make individual point adjustment in certain instances to meet more intensive competition which adjustments did not extend to all of the blanketed competitive area; that certain specific shipping points in the select territory had more intensive highway competition than others where the existing rates were not so challenged.

In dealing with the competition in movement from Quebec-Ontario the railways were well aware that road transport was facilitated by the movement of inbound commodities which made possible the tender of attractive rates for the outbound movement. Such balanced movements existed in only a few instances in select territory and specific competitive rail rates were necessary whereas the general prevailing rates established by the removal of the 17 per cent increase and the subsequent establishment of incentive loading rates were considered adequate.

Concerning the omission of competitive symbols from the tariffs applicable from select territory, the witness expressed the opinion it was simply an oversight and possibly due to the somewhat confused situation as to what tariff amendments might be required by the Freight Rates Reduction Act then pending before Parliament. (The said Act was introduced in Parliament on April 7, 1959 and assented to July 8, 1959).

The establishment of incentive loading rates is primarily an encouragement to load cars heavier but also is an important factor in assisting to meet competition in that the shipper obtains a reduction in unit costs of its transportation and the railway gets greater utility and higher revenue per car.

In October 1966 the railways were able to increase their competitive rates by 10 per cent knowing that highway carriers' costs were increasing. In applying such increase to rail rates no complaints were received from shippers or made to the Board of Transport Commissioners.

After the Freight Rates Reduction Act came into force with compensation for the roll-back of the December 1, 1958 increase which followed, the railways did not seek compensation in respect of the rates from which the 17 per cent increase had been removed as they considered such rates to be competitive and thus outside the scope of that statute; the witness estimated that the loss in revenue by the removal of the 17 per cent increase amounted to \$1 1/2 million; the inability to claim compensation indicates that the loss in revenue was attributable entirely to the competition which had been recognized by the removal of the said increase.

In testifying for the Canadian Pacific Railway Company witness A.J. Jamieson concurred in the evidence given by witness Gallant, and also stated:

"Q. (by Mr. Madge): Mr. Jamieson, you heard the evidence given by Mr. Gallant concerning the background in respect to the increase of 17 per cent and the removal of same. Are you in substantial agreement with his evidence?

A. I agree with the evidence that Mr. Gallant submitted as far as the Maritime situation is concerned. Our area is only in New Brunswick and we went through a similar process of potential truck competition and management felt that it was necessary at this time to eliminate the 17 per cent increase. However, as far as our tariffs are concerned in Quebec and Ontario, at that time we had two tariffs in effect, namely, E.810 covering normal commodity rates on lumber as well as E.1355 covering truck competitive rates on various commodities including lumber. Both E.810 and E. 1355 were increased 17 per cent, and other than 810 receiving the roll-back there was — in neither case the 17 per cent increase was not eliminated as such.

Q. It was not eliminated in Ontario and Quebec?

A. That is right.

Q. But it was eliminated in the Maritimes?

A. That is right.

Q. Why was it not removed in Quebec and Ontario?

A. Well, as far as E. 1355 is concerned we placed the 17 per cent on, there could have been maybe a few applications screaming why, but — there might have been a few rates adjusted but certainly not eliminating the 17 per cent. In other words, our truck rates at that time were meeting the truck competition in the area, because you have to realize in that area too that the truckers' costs were going up. Now, there may have been a few cases where we brought our 17 down a little bit to meet the increased truck costs and we come out even, but there was never any applications to eliminate the 17 per cent as such.

Q. Is it correct then to say, Mr. Jamieson, that the action taken by Canadian Pacific in removing the 17 per cent increase in the Maritimes was not directly or influenced in any manner whatsoever by the situation in Ontario and Quebec?

A. That is right.

Q. And that the said removal in the Maritimes was the result of your study which were accomplished?

A. It was the result of actual potential truck competition." (Transcript pp. 1613-15)

Concerning the omission of competitive symbols from Tariffs which removed the 17 per cent increase, Mr. Jamieson agreed with the evidence of witness Gallant that it was an oversight due mainly to a coordinated working arrangement as between both companies to arrive at uniform effective dates.

The revenue loss to Canadian Pacific from the elimination of the 17 per cent increase was estimated by the witness to be approximately \$112,000.00 for the period 1960 to and including 1967; that lumber was the only commodity upon which the said rate increase was removed over a wide area although it was necessary in other situations to meet specific competition by adjusting the particular rates involved.

In his argument, Mr. Dickey in addition to defining the matter at issue, which already has been referred to herein, submits that the contention of the railways as to the competitive status of the rates is at variance with the intent of Parliament in enacting Section 335(3) of the Railway Act.

He asserts that as the rates involved are the only rates applicable on lumber from the select territory to which the statutory provisions could apply, the wording of the section indicates intention to freeze something for a two-year period but to leave the railways free to adjust competitive rates; and that it is necessary to so interpret the statute to give effect to the intent of Parliament. The fact that there are in effect other rates to which the freeze applies is of no significance in that such rates are not actively used.

If the rates involved had been designated by the railways as truck competitive at the time Parliament was considering the legislation, the statute would not have been enacted in its present form inasmuch as Parliament would have realized there was nothing upon which the legislation could have effect.

Mr. Dickey concedes there is market competition involved in respect of movement from the select territory but truck movement is not practical therefrom except from the northern or western fringe thereof; that the type of market competition admitted as existing is not confined to lumber, but in respect of other commodities the applicable rates came under the provisions of the Freight Rates Reduction Act notwithstanding the non-application of such provisions to competitive rates.

He also points to the fact that if the removal of the increase and the subsequent establishment of incentive loading rates constituted a competitive relationship, the exhibits filed by applicants show that such relationship has not been well maintained; that while the meaning of the term competitive has been considered many times in the past he particularly cites from the wording of the Judgment in "Provinces v. Railway Association", 61 C.R.T.C. 65, at page 72, wherein competitive tariffs were described as being for the purpose of enabling railways to meet the competition of other carriers and that to establish such tolls "there must be competition, either present or prospective"; and that as the rates herein involved are not made to meet competition of other carriers, they are non-competitive.

Reference was made also to the matter respecting the bridge subsidy decided in "B.C. Lumber Manufacturers' Ass'n et al. v. C.P.R. & C.N.R.", 70 C.R.T.C. 157, wherein the absence of competitive symbol in the tariff had caused the subsidy to be applied contrary to the regulations established by the Board to implement Section 468 of the Railway Act, and the decision was to the effect that although not so designated the rates were held to be competitive and therefore not subject to the benefit of the subsidy. Later in his argument Mr. Dickey, while conceding that the railways' action was for market competitive reasons, suggested that the intent of Parliament was to include the assailed rates in the freeze and that the exception as to competitive rates meant rates so designated in the tariff.

Argument by Mr. Pye, Counsel for Canadian National Railways, is summarized as follows:

Removal of the 17 per cent increase and the subsequent publication of incentive rates was because of actual and potential competition existing within select territory and the real threat of its extension.

The evidence submitted by the documents taken from the company files (Exhibits 20 and 22), reinforced by oral testimony of Witness Gallant who was personally involved in the subject, demonstrates that competition was a real threat to the railways' ability to retain the traffic.

Shippers in the Maritime Provinces had stated they could not compete in the Ontario-Quebec market with the prevailing 17 per cent increase and must either get out of the market or find alternative forms of transport.

The railways were aware of the extending and flourishing highway transport and were convinced the shippers would take steps to find alternative transportation.

While market competition was initially stressed by Maritime shippers as warranting removal of the increased rates, the action by the railways was based on their decision that potential truck competition was on the horizon.

Market competition has no validity in this case as the rates from the Maritimes and from Ontario-Quebec must be judged separately on each of their merits. The differences in the spread between the rates from each territory have undergone changes since the removal of the increase and are the result of having to meet more intensive competition in one area than the other.

The existence of potential as well as actual competition is recognized both here and in the United States as justification for establishment of competitive rates. (Citation from 47 C.R.C. at page 325)

Incentive rates when introduced first, were designed to meet competition and it was for that reason they were applied from the select territory in 1962.

It is the prerogative of the railways to meet or not meet a competitive situation, citing "Nanaimo Board of Trade v. C.P.R.", 23 C.R.C. at page 98:

"... the railways may or may not meet water competition, or indeed competition of any form. It is a matter which is open for determination by the company. The company has the right either to attempt to get the business at small remuneration, or to elect to do without it altogether."

and it was the decision of the railway in 1959 and again in 1962 to act on this precept and attempt to retain the traffic.

At the time the increase was removed in June 1959 the Freight Rates Reduction Act was before Parliament and was passed three weeks after the increase had been removed. Knowing of the then proposed recapture provisions of the Act and that there would be resulting reduction in the quantum of the 17 per cent increase payable by the patrons of the railway, the removal of the increase voluntarily by the railways would not have been reasonable if that action had not been compelled by competition.

Had the railways not removed the increase and allowed the Freight Rates Reduction Act to apply, the shippers would have received about half of the reduction in their transportation charges and the Canadian National would not have sustained the loss of \$1.5 million revenue between 1959 and 1967.

The competitive character of the rates involved is supported by the action taken by the railways in 1966 when a systemwide competitive increase was applied to all competitive rates, which included the rates here involved, and to which no formal objection was made by Maritime shippers. As no increase was applied at that time to non-competitive rates, the lack of objection indicates the competitive status was accepted.

The lumber rates from select territory which are subject to the freeze under Section 335 are those in the mileage scale and the class rates. Exhibit 24 shows that had the former non-competitive rates remained in force and become subject to the Freight Rates Reduction Act and the subsequent freeze under Section 335, they would be lower than like rates in the present competitive tariffs; without the freeze they would be higher. The important point is that the average weight per shipment is sufficient to bring into play the incentive rates which are lower than the frozen class rates or mileage rates.

Admittedly the railways technically violated the tariff regulations of the Board in not identifying in the tariffs the competitive nature of the rates, but that omission does not nullify the rates or alter their true character; the omission has not created any prejudice against anyone.

The evidence of Mr. Bragg that Maritimes traffic to Ontario-Quebec markets had declined was not due to the rail rates; in 1965 a good market was available overseas; Mr. Bragg stated his company's proportion of its total production moved to Ontario-Quebec market had remained fairly consistent over the past ten years.

While the applicants' witnesses, Bragg and Lingley, said they were unaware of any truck movement of lumber from the select territory to Quebec-Ontario, Mr. Lingley stated he uses trucks to the New England market but that, upon inquiries he had made, trucks could not meet rail rates to Quebec and Ontario. Mr. Pye contends this confirms that trucking can be competitive and the action of the railways in establishing competitive rates has successfully retained the traffic to the railways.

The interpretation to be placed upon subsection 3 of Section 335 in respect of the rates here involved cannot rest upon a surmise as to what Parliament intended; the language of the statute is clear and if the Commission finds the rates are competitive, then they are outside the provisions of the statute.

It is not incumbent upon the Commission to find what rates are frozen under Section 335. Even if it could be found that no rates came within the freeze the position of the railways is that the statute does not apply to the rates under review.

Mr. Madge, Counsel for Canadian Pacific, subscribed to Mr. Pye's argument in that it applies equally to the position taken by Canadian Pacific.

The situation existing in respect of northern Quebec-Ontario rates did not influence Canadian Pacific in that the 17 per cent increase was never removed from Canadian Pacific rates from that area.

COMMENTS AND CONCLUSIONS:

The sole point to be decided is whether or not the rates at issue here are competitive within the exclusion specified in Section 335(3) of the Railway Act, that Section reading:

"335. (3) A commodity rate (other than a competitive rate) that was in effect on the 12th day of December, 1966, for a movement of lumber between points in Canada one of which is, or both of which are, within the 'select territory' as defined by sections 2, 7 and 12 of the Maritime Freight Rates Act, shall be the rate in effect therefor after the coming into force of this section and shall continue to be the rate therefor notwithstanding anything in this Act or any other act."

Subsection (4) of the same Section specifies subsection (3) "shall be in force during the two years after the coming into force thereof and expire at the end of that period." The Section was an amendment to the Railway Act by Section 53 of the National Transportation Act and came into force on March 23, 1967.

The term "competitive rate" is not qualified in any way, therefore in our opinion it is not limited to any specific type of competition.

Counsel for applicants invites us to determine the intent of Parliament by this enactment. He says Parliament's intention was to freeze the rates of December 12, 1966 which were applicable to lumber traffic; that to find the rates at issue are within the exclusion would leave no currently applicable rates to which the freeze could apply.

Counsel also asserts that the former Board of Transport Commissioners has considered the meaning of "competitive rates" many times in the past and cites the following from a Judgment of the Chief Commissioner in "Provinces v. Railway Ass'n", 61 C.R.T.C. 65, at page 72:

"Competitive tariffs are tariffs that are put in, in order to enable the railway company to meet the competition of other carriers, such as competition of water carriers, or motor truck carriers, or of other railways. In order to put into effect competitive tariffs of tolls there must be competition, either present or prospective."

The Judgment speaks for itself and in its context, but a review thereof indicates that the decision reached therein was not predicated upon the factors of competition, consequently the words of the Chief Commissioner were not necessary for the disposition of the matter then at issue and, in our opinion, were obiter dictum. The essential point in regard to the factors of competition is that Section 331 of the Railway Act then, and now, authorizes the issuance of competitive rate tariffs and, without qualification, defines -

"(4) A competitive rate is a class or commodity rate that is issued to meet competition."

We are also referred to "B.C. Lumber Manufacturers' Ass'n et al. v. C.P.R. & C.N.R.", 70 C.R.T.C. 157, wherein the Board dealt with the matter of omission of symbols in tariffs which resulted in the improper application of the so-called "bridge subsidy" (Section 468 of the Railway Act). The said section provided a subsidy for the maintenance of trackage between Sudbury and Fort William, Ontario, and that the amounts paid therefor out of the Consolidated Revenue Fund be applied to a reduction in rates on traffic moving over the said trackage "in such manner as the Board may allow or direct."

As the cited Judgment states, the Board was faced with the necessity of finding a workable and practical procedure whereby the traffic might receive the benefit of the subsidy. Regulations were issued which, inter alia, limited the rate reductions to non-competitive traffic as so indicated in the railway tariffs. Therefore the Board relied entirely upon the tariff indications. The cited case arose because the railways, having discovered the omission of competitive indication in their tariffs and because the rates were made to meet competition from a United States source, amended their tariffs to show they were competitive with the resultant removal of the traffic from the provisions of Section 468.

Counsel suggests that had Parliament been aware of the situation as here presented it might have taken the course that the Board had to take in respect of Section 468.

It is not within our province to speculate upon what Parliament might have done nor are we impressed with the suggested analogy to the course pursued by the Board in the matter of the "bridge subsidy", which was entirely a necessary expedient. The Board,

there, had discretionary powers given to it specifically by Section 468 but no such powers are contained in Section 335(3) as here involved.

The railways, in argument, assert we have no other duty or powers than to interpret the statute as it is written — a contention with which we agree.

Applicants appear to rely to some considerable extent upon the omission of symbols in the involved tariffs which if not omitted would indicate that the rates were competitive. The railways say the omission was an oversight and they admit having committed a technical violation of the tariff regulations in that respect.

The said regulations, which are chiefly directions as to the form and content of tariffs, were designed under the legislation in force prior to the passage of the National Transportation Act and are not now sustained by the amended Railway Act. They are now in the course of revision. No specific symbol to denote competition is contained in these regulations but they required that competitive rates be either contained in a tariff wholly devoted to publication of competitive rates or, when a tariff contained both competitive and non-competitive rates, the competitive rates be so designated.

Prior to the amendments made by the National Transportation Act, Section 317 of the Railway Act required:

“317. (5) The Board shall not approve or allow any toll, that for the like description of goods, or for passengers carried under substantially similar circumstances and conditions in the same direction over the same line or route is greater for a shorter than for a longer distance, within which such shorter distance is included, unless the Board is satisfied that, owing to competition, it is expedient to allow such toll.

(6) The Board may declare that any places are competitive points within the meaning of this Act.”

This section was repealed by the National Transportation Act.

The Railway Act leaves to the railways the discretion as to whether they elect to meet competition. When they did and the competition existed only at the longer distant points, the necessity for competitive indication was apparent if they desired to avoid the application of the long and short clause above cited.

The tariffs which are involved herein, filed as Exhibits 15, 16, 27, 28 and 32, provide that the rates named therein, unless specifically indicated as competitive rates, are maximum rates from or to intermediate points in the direct line of transit.

It would thus appear the railways were willing to observe the provisions of Section 317 as to the generally applicable lumber rates and excluded only certain rates where competitively established at a different level than the main body of rates in the tariffs.

Under the provisions of Section 334 of the Railway Act which was also repealed by the National Transportation Act, the Board was empowered to require a company issuing a competitive rate tariff to furnish information to the Board to establish the bona fides of

the competitive rate action. For the Board to carry out these duties it was necessary that it be able to identify competitive rates or tariffs by a ready and practical method of detection. Such indication was by identifying symbol which is no longer necessary.

Except for the expediency which arose from the "bridge subsidy", it has never been held that the omission of symbols or the inclusion of them established the character of the rates concerned. In the case of the "bridge subsidy" matter, *supra*, the removal of the rates from that statutory provision was not determined upon the symbol or its absence, but was decided upon consideration of all the facts that the traffic was competitive.

In the Judgment, respecting the "bridge subsidy", at page 160, the Board said:

"In ordinary practice the designation of a rate as competitive in a tariff is not conclusive proof that it is actually competitive. A case in point is *Guy Tombs Ltd. v. C.N.R.* (1923), 28 C.R.C. 412, where we ruled that notwithstanding the competitive designation the facts did not warrant applying the restrictions imposed thereby."

The evidence and argument in the instant matter is that the applicants concede there is market competition but assert there is no actual or potential competition from other than rail carriers. The railways deny that the removal of the 17 per cent increase and the subsequent establishment of incentive rates was because of market competition; rather, they insist they were faced with actual and potential competition from highway carriers.

We consider that when the increase was removed and by the later establishment of incentive rates, following as it did similar action in respect of shipments of lumber from northern Quebec and Ontario, the element of market competition was the main consideration and was being urged upon the railways by the shippers and others concerned. We also consider that the railways are, to a lesser degree, correct in anticipating road competition may arise and that it is a real threat to their continued enjoyment of haulage by rail. The evidence of Messrs. Bragg and Lingley support this view, as while witness Lingley was unable to secure satisfactory road haulage rates, that feature could well be due, and likely is, to the establishment of the rates here involved coupled with the lack of balanced traffic necessary to make road haulage compensatory.

The evidence indicates that the Maritime area has not been maintained competitively by the railways in the same measure as when the increase was removed and incentive rates provided. This, however, is not relevant to the matter here at issue.

We have commented previously that Section 335(3) excludes competitive rates without any qualification as to the nature of the competition. Market and carrier competition are not distinguished by the statute. There have been many instances in the past where rates established to meet market competition, such as foreign trade, have been designated as competitive in order to avoid the long and short haul requirements of former section 317(5).

The report of the Royal Commission on Transportation (Turgeon), dated February 9, 1951, at pages 83 to 87 inclusive, discusses competitive rates and therein states, inter alia:

"The final type of competition which has influenced rates has aptly been termed 'market-competitive'."

Upon consideration of all that has been adduced in evidence and argument, we find that the rates involved herein as initially established by the removal of the 17 per cent increase and subsequently as incentive rates, are rates established to meet both market and actual or potential carrier competition, and that such rates are excluded from the provisions of Section 335(3) of the Railway Act by the exception thereto. An Order will issue dismissing the application.

(Sgd.) W.R. IRWIN

(Sgd.) A.S. KIRK

Ottawa, October 7, 1968.

TASCHEREAU, C.

The applicants have asked the Commission to disallow increases in certain carload rates on lumber from points in the "select territory" as defined in the Maritime Freight Rates Act to points outside the select territory, as contained in certain tariff supplements published by the Canadian National Railways and Canadian Pacific Railway Company, effective September 5, 1967. The increases provided for in these tariffs range from 3 per cent of 6 per cent. The applicants contend that the increases are in violation of the provisions of subsection (3) of section 335 of the Railway Act which reads:

"A commodity rate (other than a competitive rate) that was in effect on the 12th day of December, 1966, for a movement of lumber between points in Canada one of which is, or both of which are, within the 'select territory' as defined by sections 2, 7 and 12 of the Maritime Freight Rates Act, shall be the rate in effect therefor after the coming into force of this section and shall continue to be the rate therefor notwithstanding anything in this Act or any other Act."

As defined in section 331 of the Railway Act, a commodity rate is "a rate applicable to an article described or named in the tariff containing the rate"; a competitive rate is "a class or commodity rate that is issued to meet competition".

If we find that the rates at issue were normal commodity rates in effect on December 12, 1966, the applicants must succeed. If we find that they were competitive rates in effect on December 12, 1966, they fall within the exemption ("other than a competitive rate") in subsection (3) and the application fails. That is the only question before us.

I am satisfied from the evidence that when in 1959 the railway companies removed these rates from the general increase of 17 per cent on class and commodity rates authorized by Order No. 96300 of the Board of Transport Commissioners for Canada, they did so "to meet competition", and subsequent action taken to establish rate incentives related to higher minimum carload weights was likewise designed "to meet competition". The Notes for Judgment written by Commissioners Irwin and Kirk deal fully and adequately with this aspect of the case.

Much has been made of the lack of indication in the various tariff publications that the rates contained therein were competitive. This fact does not, in my view, alter the true character of the rates. However, one of the arguments advanced by Counsel for the applicants is that in enacting subsection (3) of section 335 "Parliament must be taken to have meant a competitive rate so designated in the tariff" (Transcript, page 1646).

This argument has all the appearance of merit, if not in law, at least in equity, and while our finding must be based on the terms of the statute, I think I ought to indicate why, in my view, it is not well-founded even from an equity standpoint.

The evidence shows that on October 10, 1966 — a full two months prior to the date mentioned in sub-section (3) of section 335 — the railways had filed and published tariff supplements increasing the rates in question by 10 per cent.

Throughout the year 1966 the railway companies continued in effect the same reduced level of increase — 8 per cent — on class and commodity rates (other than competitive rates) as had prevailed pursuant to the Freight Rates Reduction Act, notwithstanding that the Act had ceased to have effect after April 30, 1962. The railways continued to be compensated by Parliament for maintaining the reduced level of increase through various Appropriation acts, and specifically in 1966 moneys were voted for that purpose (Appropriation Act No. 9, 1966, Sch. D. Vote No. 84c). Consequently, if the increase of 10 per cent put into effect by the railways on October 10, 1966 had related to normal commodity rates, the railways would clearly have been in contempt of Parliament. It is noteworthy that no complaint was filed by the applicants or other interested parties against that increase. When subsection (3) of section 335 was enacted by the National Transportation Act, it must be deemed to have been public knowledge that the rates in question had recently been subjected to a 10 per cent increase and, consequently, Parliament must have been aware that the rates in question were not normal commodity rates.

On the whole, I agree with Commissioners Irwin and Kirk that the application must be dismissed.

(Sgd.) PIERRE TASCHEREAU

Ottawa, October 7, 1968.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-3517

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of The Maritimes Transportation Commission and the Maritime Lumber Bureau for disallowance of increased carload rates on lumber from points in the Atlantic Provinces to destinations in the Provinces of Ontario and Quebec, made effective September 5, 1967, and alleged to be in violation of subsection (3) of Section 335 of the Railway Act.

File No. 34822.49

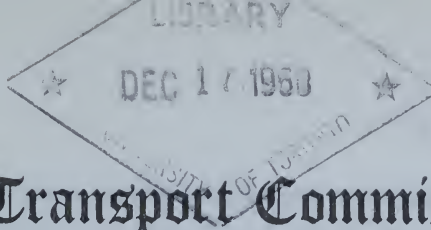
UPON hearing the application at a sittings of the Committee at Ottawa on June 17 and 18, 1968, in the presence of Counsel for the Applicants; the Canadian National Railways and the Canadian Pacific Railway Company; and pursuant to the Judgment herein dated October 7, 1968—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The application be and it is hereby dismissed.

Dated at Ottawa, this 7th day of October, 1968.

(Sgd.) C.W. Rump,
Secretary,
Railway Transport Committee.



OCTOBER 1968

Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

IN THE MATTER OF the application of the Canadian Railway Labour Executives' Association for an Order directing railway companies subject to the jurisdiction of the Railway Transport Committee of the Canadian Transport Commission to provide and maintain potable water supplies and toilets and sanitary facilities for railway employees;

AND IN THE MATTER OF the nature and the extent of the jurisdiction of the Railway Transport Committee in respect of the Order sought:

File No. 48503

BEFORE:

H.H. GRIFFIN,
A.S. KIRK,
JOHN M. WOODARD,

Commissioner.
Commissioner.
Commissioner.

APPEARANCES:

MAURICE W. WRIGHT, Q.C.,

*for Canadian Railway Labour
Executives' Association.*

R.J. MADGE,
H.J.G. PYE,

for Canadian Pacific Railway Company.
for Canadian National Railways.

Heard at Ottawa, January 22, 23, 24, 1968.

JUDGMENT

BY THE RAILWAY TRANSPORT COMMITTEE:

This matter was heard by the Railway Transport Committee, which makes the following finding and direction.

In its application, the Applicant asked the Committee to exercise its powers under the Railway Act to make certain sanitary regulations in respect of railway employees.

Mr. Wright, Q.C., Counsel for the Applicant, in his opening statement, said:

"The submission that we will advance to you will be that Section 290(1) (1) applies to employees who are engaged as running trades employees while they are on duty We will also submit to you that Section 290(1) (1) applies . . . to any employees while he is on duty on a train, because he is then employed in either the running or in the operation of the train. For instance, a sleeping and dining car employee is employed on a train which moves. He isn't running the train, but my submission is that he is engaged in the operation of the train. The passenger who wishes to have a meal is certainly convinced that the man that serves him the meal is employed in connection with the operation of the train.

We say then in addition to the running trades people that it covers the people in the sleeping and dining car departments; and finally that it applies to maintenance of way employees while they are engaged in one specific type of job, and that is on snow clearing equipment, and I will be leading evidence to indicate why I say this.

This then is the position which we will take."

Paragraph (1) of subsection (1) of Section 290 of the Railway Act provides:

"The Commission may make orders and regulations generally providing for the protection of property, and the protection, safety, accommodation and comfort of the public, and of the employees of the company, in the running and operating of trains"

This section of the Railway Act refers to the Canadian Transport Commission. Its function in this case is being carried out by the Railway Transport Committee of the Commission pursuant to subsection (3) of Section 17 of the National Transportation Act and the General Rules made by the Commission pursuant thereto.

The Canada Labour (Safety) Code, which was enacted by Parliament in 1966 as Chapter 62 of that year, provides that subject to certain limitations, the Governor in Council may make regulations for the safety and health of persons employed upon or in connection with the operation of any work undertaking or business that is within the legislative authority of the Parliament of Canada, including by subsection (1)(b) of Section 3 "any railway". However, subsection (3) of the same section provides that,

"Notwithstanding subsections (1) and (2) and except as the Governor in Council may by order otherwise provide, nothing in this Act applies to or in respect of employment upon or in connection with the operation of ships, trains or aircraft."

From a reading of Section 3 of the Canada Labour (Safety) Code and Section 290 of the Railway Act, this Committee has jurisdiction in respect of the "protection, safety, accommodation and comfort of employees . . . in the running and operation of trains."

In our opinion, the Committee should, in the matter before it, confine the exercise of its powers of providing accommodation and comfort of employees of any railway company under its jurisdiction, to that accommodation and comfort which is necessary

for the proper and efficient operation of trains being operated on the railway lines of such railway company.

The Applicant filed at the hearing Exhibit 6 which is the "Recommended Regulations Governing Protection, Safety, Accommodation and Comfort of Railway Employees Engaged in the Running and Operation of Trains". Exhibit 6 was prepared by the Applicant for submission to us in this case. It proposes:

1. Sanitary Regulations for Caboose and Snow Clearing Equipment.
2. Sanitary Regulations for Railway Baggage, Express and Mail Cars.
3. Sanitary Regulations for Dining Cars and Staff Quarters -- Part I Dining Cars
Part II Staff Quarters.
4. Sanitary Regulations of Facilities Provided for Yard Service Employees.
5. Sanitary Regulations for Railway Employees Operating Diesel Locomotives in Road Service.

From these recommended regulations we take certain examples of those matters relating to protection, safety, accommodation and comfort of employees as are, in our opinion, not matters contemplated by the Railway Act as a subject for the Committee's regulation:

"Caboose and
Snow Clearing
Equipment"

"1. Construction

- (a) Interior finish of cabooses and snow clearing equipment shall be of a smooth finish to permit easy cleaning and maintenance. Plywood or smooth wall board finish shall be used.
- (b) Flooring shall be of tight select quality wood planking (Tongue and groove), maintained in good repair and kept painted or covered.

2. Lighting

- (c) Both natural and artificial lighting shall be aided by the use of a light-coloured finish on walls and ceilings to provide the best reflection and diffusion of existing light.

....

4. Ventilation

- (b) Ventilation shall be sufficient to prevent accumulation of disagreeable odors and condensations.

5. Maintenance

- (b) Screens on doors and windows shall receive regular applications of an approved insecticide to discourage the entrance of flies.

“Dining Cars
and Staff
Quarters”

1. Lighting

Light fixtures shall be kept clean and shall be in sufficient numbers to produce at least 10 foot candles of light on all working surfaces. At least 4 foot candles of light should be provided in refrigerators and at the floor level in all walking areas of the kitchen and pantry. Light fixtures shall be kept in good repair and burned-out bulbs replaced.

4. Handwashing Facilities

Handwashing facilities shall be kept in good repair, clean, and used only for the washing of hands or face. Soap and individual towels shall be convenient to handwashing facilities.

5. Miscellaneous

- (a) Soiled linen, coats and aprons shall be kept in containers provided for that purpose.
- (b) Spaces where food is stored, prepared or served shall not be used for sleeping quarters. Pantries, kitchens, and bar areas shall not be used for dressing rooms.

“Yard Service
Employees”

“The following minimum requirements will be used in determining the general sanitation as it applies to the facilities provided for yard switchmen and yard engine crews:

1. Toilets, washrooms, lockers, drinking water and lunchroom facilities shall be provided. Adequate toilet facilities shall be made available at convenient locations for use of employees. Toilet rooms shall be supplied with toilet paper and handwashing facilities in close proximity to the toilets. Instructions shall be posted in toilet rooms stating that hands are to be washed before resuming work and that toilets of conveyances are not to be used when they are at a stand-still at stations or at servicing areas or places, except on conveyances having retention tanks.

....

5. Washrooms

Washrooms shall be equipped with wash basins or equivalent washing facilities connected to a source of hot and cold water with one wash basin or equivalent for every 15 employees. Suitable type of towel and soap dispenser shall be provided.

The number of facilities required shall be calculated on the basis of the largest number of persons employed at that location.

The floor of any room containing washing facilities shall be impervious to water.

Washrooms shall be kept in good repair and in a sanitary condition.

6. Lockers

Suitable accommodation shall be provided to protect clothing not worn by employees during working hours, and for storage of work clothes during non-working hours. Individual lockers may be provided for employees when conditions warrant that they be made available. Locker rooms shall be maintained in a clean and sanitary condition.

....

8. Lunch rooms

A suitable room shall be provided with necessary equipment for the purpose of dining and eating room.

It shall be a self-contained room containing only the furniture and equipment generally used in an eating room. The following minimum number of square feet per person based on the maximum number of persons using the room at one time shall be required for the seating areas:

<u>Number of Persons</u>	<u>Square Feet</u>
25 and less	10
26 to 74	8
75 to 149	7
150 to 499	6 "

There are other provisions in the recommended regulations of this kind, but those mentioned above are the principal ones.

It should be stated that the jurisdiction of this Committee does not extend to off-duty employees of the railway. That this is also common ground between the parties is evidenced by the following exchange, found at page 16 of the transcript of evidence.

"THE CHAIRMAN: Is it common ground then that off-duty employees are not covered?

MR. WRIGHT: That is right.

THE CHAIRMAN: That is common ground.

MR. WRIGHT: Yes. Of course we would like the Committee to indicate that in its reasons for its order."

It follows that the Committee's jurisdiction in this matter is limited to the accommodation and comfort of on-duty employees while engaged in the running and operating of trains.

The employees who are engaged in the running and operating of trains is a matter of judgment for the Committee to exercise. For the purposes of this application, we would include the engineer, fireman, conductor, trainman or trainmen while on duty in a locomotive or in a caboose on any train.

In our opinion, the railways should be required to provide such reasonable accommodation and comfort of all engineers, firemen, conductors and trainmen while on duty as such on a train as may be necessary for the proper and efficient running and operating of a train.

Based on the evidence before us and on certain of the submissions of counsel for the Applicant and the Railways, we are of the opinion that provision should be made by way of regulations of this Committee for:

(1) Toilet facilities in -

- (a) certain types of locomotives used in road service;
- (b) cabooses used in pool service.

(2) Suitable water coolers in locomotives used in road and yard service, and in cabooses in road service.

It seems to us that the most practical way in which to bring these regulations into being would be for the Applicant and the Railways to set up an informal committee to draft, under the guidance of the Railway Transport Committee's operating officers, regulations within the limits just set out. It is, therefore, unnecessary for us to make any finding respecting the regulations contained in Exhibit 6.

We should add that adequate provision can be made for the cleansing of hands without the expense and difficulty of providing wash basins or sinks in locomotives. It was suggested at the hearing that waterless hand cleaner might be provided in suitable dispensers and, subject to the qualification stated by counsel for the Applicant at page 339 of the transcript of evidence, there was no objection:

"MR. WRIGHT: My instructions are to say that if the Board is of the opinion that this will do the job, we are not - we wouldn't object to it. But we would ask the Board to regulate that they be distributed by the railways, that there be set up a prescribed method of making sure whose responsibility it is to see to it that these things are provided for and that after a period of time the Board will then have a better idea as to whether or not this is suitable."

Accordingly, the regulations to be issued by the Committee will contain a provision dealing with the cleansing of hands as agreed between the parties.

It is, therefore, the direction of the Committee that its officers confer with the railway companies affected and the Applicant Canadian Railway Labour Executives'

Association, to the end of drafting regulations within the limits above set out. Such draft regulations will be submitted to the Railway Transport Committee not later than January 15, 1969, for its consideration, and thereafter it will issue an appropriate Order.

In drafting the proposed regulations, the Committee will expect those concerned to bear in mind, and the Committee in reviewing the draft regulations will give thought to, the following:

- (1) It will, undoubtedly, be necessary to set a time schedule according to which the requirements of the regulations in some respects shall be met. This may require the setting of a quota which will permit the adaptations and installations being made at a time when units are in for "back-shopping".
- (2) Consideration must also be given to the maintenance of sufficient motive power units in operation to meet expected demands upon the railway.

In providing for the drafting of the regulations covering the installation of water coolers or similar devices for potable water in locomotives, we are aware that regulations have been made pursuant to the National Health and Welfare Act. These regulations are entitled "Regulations Concerning Water for Drinking and Culinary Purposes on Certain Air, Land and Water Conveyances". They were put into effect by Order in Council P.C. 1954-1213, dated August 18, 1954. They are detailed beyond the requirements here, which is simply to provide for the installation of water coolers or similar devices for potable water for certain types of locomotives and cabooses.

BY THE RAILWAY TRANSPORT COMMITTEE:

(Sgd) DAVID H. JONES

(Sgd) A.S. KIRK

(Sgd) JOHN M. WOODARD

(Sgd) H.H. GRIFFIN

(Sgd) J.E. DUMONTIER

(Sgd) W.R. IRWIN

Ottawa, October 15, 1968.

PAMPHLET NO. 20

OCTOBER 1968

Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-3461

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF General
Order No. E-7 of the Board of Trans-
port Commissioners for Canada:*

File No. 11026.74

UPON reading the submissions filed —

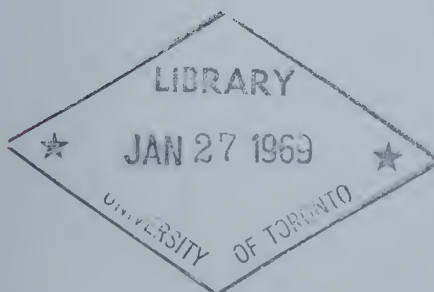
The Railway Transport Committee of the Canadian Transport Commission hereby orders:

General Order No. E-7 of the Board of Transport Commissioners for Canada is amended by deleting paragraph (a) of subsection (1) of section 3 and substituting therefor the following:

“(a) To wages of all employees paid on an hourly, daily or weekly basis, add 9%.”

Dated at Ottawa, this 1st day of October, 1968.

(Sgd) C. W. Rump,
Secretary,
Railway Transport Committee.



CANADIAN TRANSPORT COMMISSION

ORDER NO. R-3518

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the Canadian Pacific Railway Company, hereinafter called the "Applicant Company", for authority to abandon that portion of its Arrow Lake Subdivision between mileage 1.1 and mileage 27.5, in the Province of British Columbia:

File No. 39309.88

UPON reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The Applicant Company is authorized to abandon that portion of its Arrow Lake Subdivision, between mileage 1.1 and mileage 27.5, in the Province of British Columbia.

Dated at Ottawa, this 4th day of October, 1968.

(Sgd) C. W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. 3457

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rate on Concentrates, Copper, Lead or Zinc, from Nigadoo, New Brunswick, to Dalhousie, New Brunswick, for furtherance:

File No. 40615.47

UPON application of the Canadian National Railways —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding \$50.00 per 2,000 pounds is authorized in respect of rate of \$2.53 per 2,000 pounds on Concentrates, Copper, Lead or Zinc, Carload minimum weight 140,000 pounds, from Nigadoo, New Brunswick, to Dalhousie, New Brunswick, for furtherance.

Dated at Ottawa, this 1st day of October, 1968.

(Sgd) C. W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-3523

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rate on Ore and Concentrates, Pitchblende, from Edmonton, Alberta, to Port Hope, Ontario.

File No. 40615.48

UPON application of G.H. Mitchell of the Canadian Freight Association (Western Lines), on behalf of the Canadian National Railways and Canadian Pacific Railway Company, for whom he is Agent —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding \$100.00 per 2,000 pounds is authorized in respect of rate of \$2.00 per 100 pounds on Ore and Concentrates, Pitchblende, carload minimum weight 120,000 pounds, from Edmonton, Alberta, to Port Hope, Ontario.

Dated at Ottawa, this 7th day of October, 1968.

(Sgd) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-3667

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of less than carload and carload class ratings on Deuterium Oxide (Heavy Water) in Canadian Freight Classification No. 22, C.T.C. (F) No. 1740.

File No. 40615.49

UPON application of W. P. Coughlin, of the Canadian Freight Association, on behalf of carriers parties to Canadian Freight Classification No. 22, C.T.C. (F) No. 1740, for whom he is Agent —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding fifty cents per pound is authorized in respect of publication in the Canadian Freight Classification of less than carload rating of Class 85 and carload rating of Class 55, carload minimum weight 30,000 pounds for a standard size car, on Deuterium Oxide (Heavy Water), when shipped in barrels or boxes.

Dated at Ottawa, this 22nd day of October, 1968.

(Sgd) C. W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-3711

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the Nipissing Central Railway Company, hereinafter called the "Applicant Company", for a declaration by the Committee, under section 314I of the Railway Act, respecting passenger-trains numbers 83 and 84 operating between Swastika, Ontario, and Noranda, Quebec:

File No. 27563.468

WHEREAS the Applicant Company in compliance with subsection (1) of section 3 of the "Regulations Governing Applications to Discontinue Railway Passenger-Train Service" established by Order No. R-1421, as amended by Order No. R-3191, has informed the Committee of its intent to discontinue the said trains, and requested the Committee to declare if such trains comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act; and

UPON reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby:

1. Declares trains numbers 83 and 84 operating between Swastika, Ontario, and Noranda, Quebec, each to comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act; and

2. Orders that the Applicant Company shall not discontinue any of these trains without leave of the Committee having first been obtained in accordance with the provisions of section 314I of the Act, and of the regulations made thereunder by Order No. R-1421, dated the 9th day of February, 1968, as amended by Order No. R-3191, dated the 28th day of August, 1968, cited "Regulations Governing Applications to Discontinue Railway Passenger-Train Service"; and

3. Further orders the Applicant Company to post in every station on the line served by these trains and in every car carrying passengers on these trains a notice to the effect that the Railway Transport Committee of the Canadian Transport Commission having declared trains numbers 83 and 84 each to comprise a passenger-train service for

the purposes of sections 314I and 314J of the Railway Act, the Applicant Company will not cease operating these trains on November 25, 1968, as intimated in the notice posted on September 23, 1968.

Dated at Ottawa, this 23rd day of October, 1968.

(Sgd) C. W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ACCIDENTS REPORTED TO THE OPERATING BRANCH, JULY, 1968
RAILWAY TRANSPORT COMMITTEE

	<i>Accidents</i>	<i>Killed</i>	<i>Injured</i>
Railway Accidents	326	12	334
Level Crossing Accidents	<u>31</u>	<u>16</u>	<u>39</u>
	357	28	373

	<i>Killed</i>	<i>Injured</i>
Passengers	—	132
Employees	—	190
Others	<u>28</u>	<u>51</u>
	28	373

Of the 31 accidents at Highway Crossings, 17 occurred where standard Railway crossing signs are located, 14 where additional forms of protection are in use, 26 after Sunrise and 5 after Sunset.

Ottawa, Ont.

**SUMMARY OF ORDERS ISSUED BY
THE RAILWAY TRANSPORT COMMITTEE**

*(Denotes Order printed in full)

- R-3372 September 24 – Authorizing the British Columbia Department of Highways to widen Bowen Road where it crosses the C.P.R. mileage 76.53 Victoria Subd., in North Wellington, B.C., and requiring the Railway to install automatic protection at the said crossing.
- R-3373 September 24 – Authorizing the Trans Canada Pipe Lines Ltd. to construct a 24-inch diameter natural gas pipeline across and under the C.N.R., at mileage 2.74 Campbellford Subd., in Lot 9, Con. 3, Twp. of Thurlow, County of Hastings, Ont.
- R-3374 September 24 – Authorizing the Trans Canada Pipe Lines Ltd. to construct an additional 36-inch diameter gas pipe line across and under the C.N.R. at mileage 25.15 Central Butte Subd., in the SW $\frac{1}{4}$ -23-17-24 W2M, Sask.
- R-3375 September 24 – Authorizing the R.M. of Elmsthorpe No. 100, Sask. to construct the municipal road across the C.N.R. at mileage 42.86 Avonlea Subd., between the SE $\frac{1}{4}$ -16 and the SW $\frac{1}{4}$ -15-11-22-W2M and requiring the Railways to close the existing crossing at mileage 42.90 Avonlea Subd.
- R-3376 September 24 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road at Lipton, Sask., mileage 39.28 Bulyea Subd.
- R-3377 September 24 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in Galt, Ont., mileage 14.9 Fergus Subd.
- R-3378 September 24 – Authorizing the C.N.R. to reconstruct their bridge over Schist Lake, mileage 81.3 Flin Flon Subd., Man., and authorizing the Railways to operate over the bridge during the period of reconstruction.
- R-3379 September 24 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Alderson Equipment Ltd., at Griesbach, Alta., near mileage 115.5 Willingdon Subd. C.P.R.
- R-3380 September 24 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Falls Farm Equipment (Westlock) at Alcomdale, Alta., near mileage 43.7 Edmonton Subd. Northern Alberta Railways.
- R-3381 September 24 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Falls Farm Equipment (Westlock) at Picardville, Alta., near mileage 43.7 Edmonton Subd., Northern Alberta Railways.

- R-3382 September 24 – Rescinding authority of Orders Nos. 110934, 112078 and approving the location of the flammable liquid bulk storage and transfer facilities of Imperial Oil Ltd., at Chaplin, Sask., near mileage 53.64 Swift Current Subd. C.P.R.
- R-3383 September 24 – Rescinding authority to Order No. 84291 which approved the proposed location of pipe lines, pumphouse, dykes, and storage tanks at loading and unloading points on the C.N.R. for the handling and storage of Class II inflammable liquids near their tracks at Kamsack, Sask.
- R-3384 September 24 – Approving the location of the proposed Class II flammable liquid bulk storage and transfer facilities of the C.N.R. at Toronto, Ont., near mileage 23.7 York Subd.
- R-3385 September 24 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Mr. Ken Anderson, at Coronation, Alta., near mileage 116.5 Coronation Subd. C.P.R.
- R-3386 September 24 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Mr. G.D. Borgel at Killam, Alta., near mileage 25.8 Wetaskiwin Subd. C.P.R.
- R-3387 September 24 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Mr. G.D. Borgel, at Daysland, Alta., near mileage 43.8 Wetaskiwin Subd. C.P.R.
- R-3388 September 24 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Canada Packers Ltd., at Wetaskiwin, Alta., near mileage 57.1 Leduc Subd. C.P.R.
- R-3389 September 24 – Authorizing the removal of the speed limitation at the crossing of the C.N.R., and Watson Road, in Guelph, Ont., mileage 46.2 Guelph Subd.
- R-3390 September 24 – Approving tolls published in tariffs filed by the C.N.R. under section 3 of the M.F.R.A.
- R-3391 September 24 – Approving tolls published in Supplements Nos. 11, 12, and 15, to Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-3392 September 24 – Approving tolls published in Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-3393 September 24 – Approving toll published in Tariff filed by the Dominion Atlantic Rly. Co. under sections 3 and 8 of the M.F.R.A.
- R-3394 September 24 – Approving revisions to tariffs filed by The Bell Telephone Co. of Canada.

- R-3395 September 24 - Approving tolls published to Agincourt, Ont., in Supplement No. 6 to Agreed Charge Tariff of the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-3396 September 24 - Approving toll published in Tariff filed by the Dominion Atlantic Rly. Co. under section 8 of the M.F.R.A.
- R-3397 September 24 - Approving toll published in Tariff filed by the Dominion Atlantic Rly. Co. under section 8 of the M.F.R.A.
- R-3398 September 24 - Approving toll published in Tariff filed by the Dominion Atlantic Rly. Co. under sections 3 and 8 of the M.F.R.A.
- R-3399 September 24 - Approving toll published in Tariff filed by the C.N.R. under sections 3 and 8 of the M.F.R.A.
- R-3400 September 24 - Authorizing the C.P.R. to reconstruct the bridge at mileage 67.11 Keewatin Subd., Man., and authorizing the Railway to operate over the said bridge during the period of reconstruction.
- R-3401 September 24 - Authorizing the C.N.R. to reconstruct the bridge at mileage 67.1 Sherridon Subd., Man., and authorizing the Railways to operate over the said bridge during the period of reconstruction.
- R-3402 September 24 - Authorizing the C.N.R. to reconstruct the bridge at mileage 49.9 Skeena Subd., in B.C., and authorizing the Railways to operate over the said bridge during the period of reconstruction.
- R-3403 September 24 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in the Twp. of Onondaga, Ont., mileage 69.5 Dunnville Subd.
- R-3404 September 24 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Alderson Equipment Ltd., at Duagh, Alta., near mileage 7.2 Coronado Subd. C.N.R.
- R-3405 September 24 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Simplot Chemical Co. Ltd., at Dapp, Alta., near mileage 65.8 Edmonton Subd. Northern Alberta Railways.
- R-3406 September 24 - Authorizing the C.P.R. to construct a branch line of railway (run-around track) approximately 9,053 feet long in the RM of Vanscoy, Sask., to cross a public road at mileage 1.35 and to construct the west leg of wye, at grade across the public road at mileage 0.12 off mileage 16.67 Wilkie Subd.

- R-3407 September 24 – Rescinding authority of Order No. 64093 which approved the location of unloading rack, pipe lines, pump and engine house, and storage facilities of North Star Oil Ltd., near the tracks of the C.P.R. at Mendham, Sask.
- R-3408 September 24 – Authorizing the C.P.R. to reconstruct the bridge at mileage 22.2 Indian Head Subd., Sask., and authorizing the Railway to operate over the said bridge during the period of reconstruction.
- R-3409 September 24 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and the North-south road, Village of Tompkins, Sask., mileage 50.1 Maple Creek Subd.
- R-3410 September 24 – Authorizing the C.N.R. to reconstruct their Seymour Industrial Branch across Barrow Street and Mountain Ave., mileage 0.23 in the District of North Vancouver, B.C.
- R-3411 September 24 – Amending Order No. R-1218 which authorized Saskatchewan Department of Highways and Transportation to widen Hwy. No. 14 where it crosses the C.P.R. near Yorkton, Sask., mileage 28.28 Wynyard Subd.
- R-3412 September 24 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Chenard Road, Parish of St. Pacôme, County of Kamouraska, P.Q., mileage 36.00 Montmagny Subd.
- R-3413 September 24 – Authorizing the C.N.R. to construct their deviated Lysaght Spur across and over the 8-inch diameter steel oil pipe line at mileages 0.335 and 0.362, City of Hamilton, Ont.
- R-3414 September 24 – Amending Order No. R-2046 which exempted the C.N.R. from having an operator on duty at their Bears Pass Lift Bridge at mileage 68.1 Fort Frances Subd., Ont.
- R-3415 September 24 – Authorizing the C.P.R. to reconstruct the bridge at mileage 85.1 Carberry Subd., Man. and to operate over the said bridge during the period of reconstruction.
- R-3416 September 24 – Amending Order No. 118727 which required the C.N.R. to improve the existing automatic protection at the crossing of their railway and Victoria Ave., and Park Street, City of Regina, Sask., mileage 90.94 Glenavon Subd.
- R-3417 September 24 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Tashmoo Avenue, in Sarnia Ont., at mileage 2.88 St. Clair River Industrial Spur off St. Clair Tunnel Subd.

- R-3418 September 24 – Authorizing the C.N.R. to reconstruct their bridge over the Little Saskatchewan River and over the public road, at mileage 142.2 Rivers Subd., in the RM of Daly, Man., and authorizing the Railways to operate over the bridge during the period of reconstruction.
- R-3419 September 24 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Pacific Petroleum Ltd., at Cochrane, Alta., near mileage 22.6 Laggan Subd. C.P.R.
- R-3420 September 24 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Southern Alberta Cooperatives Association Ltd., at Cardston, Alta., near mileage 46.4 Cardston Subd. C.P.R.
- R-3421 September 24 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Simplot Chemical Co. Ltd., at Akenside, Alta., near mileage 160.4 Willingdon Subd. C.P.R.
- R-3422 September 24 – Authorizing the C.P.R. to install improved gate arms to the automatic protection at the crossing of its railway and Montcalm Street, City of Hull, P.Q., mileage 6.44 Ellwood Subd. (formerly mileage 89.87 M. & O. Subd.)
- R-3423 September 24 – Authorizing the Saskatchewan Department of Highways and Transportation to reconstruct Hwy. No. 20 where it crosses the C.P.R. at mileage 31.22 Prince Albert Subd., between the NW¼-8 and the NE¼-7-38-22 W2M. Sask.
- R-3424 September 24 – Authorizing the Greater Winnipeg Gas Co. to construct and maintain a 14-inch diameter natural gas pipeline across and under the C.N.R. mileage 0.10 Carman Subd., at Wilkes Ave., City of Winnipeg, Man.
- R-3425 September 24 – Amending Order No. 125358 which authorized the Metro Corp. of Greater Winnipeg to widen Wilkes Avenue where it crosses the C.N.R. in the RM of Charleswood, Man., mileage 0.10 Carman Subd.
- R-3426 September 24 – Amending Order No. 112213 which authorized the Ontario Department of Highways to construct Hwy. No. 24 at grade across the C.N.R., in the Twp. of Brantford, Ont., at mileage 6.67 Burford Subd.
- R-3427 September 24 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Hwy. 24, Twp. of Brantford, Ont., mileage 6.67 Burford Subd.

- R-3428 September 24 – Approving Plans of the C.N.R. showing the signals between mileages 11.0 and 40.00 Kingston Subd. in P.Q.
- R-3429 September 24 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Park Road, in Port Arthur, Ont., mileage 195.56 Kinghorn Subd., and the Railway of the C.P.R. at mileage 126.46 Nipigon Subd.
- R-3430 September 24 – Rescinding authority of Order No. 109553 which approved the location of the proposed flammable liquid bulk storage facilities of Codette Consumers Co-operative Association Ltd., at Codette, Sask. C.P.R.
- R-3431 September 24 – Allocating the balance of cost of the reconstruction and improvement of the subway carrying Twp. Road under the tracks of The Lake Erie and Northern Rly. in the Twp. of Townsend, County of Norfolk, Ont., mileage 37.37 Port Dover to Galt Subd. between the C.P.R. and the Ontario Department of Highways.
- R-3432 September 24 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Baker Road, in Grimsby, Ont., mileage 26.28 Grimsby Subd.
- R-3433 September 24 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and County Road No. 62, County of Wellington, Ont., mileage 34.02 Fergus Subd.
- R-3434 September 24 – Amending Order No. R-2794 which authorized the City of Regina to widen Fifth Avenue where it crosses the C.N.R. at mileage 0.15 of the said track commencing at mileage 0.73 Winnipeg Street Industrial Lead off mileage 92.77 Qu'Appelle Subd.
- R-3435 September 24 – Amending Order No. R-2791 which authorized the City of Regina to widen Fifth Avenue where it crosses the C.N.R. at mileage 0.13 of the track commencing at mileage 0.82 Winnipeg Street Industrial Lead off mileage 92.77 Qu'Appelle Subd.
- R-3436 September 24 – Authorizing the Ontario Department of Highways to relocate Hwy. No. 541, where it crosses the C.N.R. at mileage 134.50, to mileage 134.48 in Skead, Ont., and requiring the Railways to relocate the existing automatic protection to the relocated crossing.
- R-3437 September 24 – Authorizing the C.N.R. to operate their engines, cars and trains on the two sidings described as Spur No. 1 and Spur No. 2 crossing at grade No. 139 Whitevale Road, at mileage 0.09 off mileage 14.23 Lumby Subd., Village of Lumby, B.C.

- R-3438 September 24 - Authorizing the County of Lacombe No. 14, Alta., to improve vision at the crossing of County Road and the CNR north of 31-39-26-W4M, at mileage 30.47 Brazeau Subd.
- R-3439 September 24 - Authorizing the Saskatchewan Department of Highways to reconstruct Hwy. No. 3 where it crosses the C.N.R., at mileage 23.28 Bolney Subd., in the SE $\frac{1}{4}$ -34-52-25 W3M, Sask.
- R-3440 September 24 - Authorizing the R.M. of Edenwold No. 158, Sask. to reconstruct the municipal road where it crosses the C.P.R. at mileage 86.70 Indian Head Subd., between the SW $\frac{1}{4}$ -32 and the SE $\frac{1}{4}$ -31-17-18 W2M.
- R-3441 September 24 - Approving the location of the proposed new piping and pumping equipment and relocated flammable liquid storage tanks of Neepawa Consumers Cooperative Ltd., Neepawa, Man., near mileage 33.2 Neepawa Subd. C.N.R.
- R-3442 September 24 - Amending Order No. 124154 which allocated the cost of construction of a road diversion across the C.N.R. under their existing bridge in the NW $\frac{1}{4}$ -20-53-6 W5M near Magnolia, Alta., mileage 61.29 Edson Subd.
- R-3443 September 25 - Authorizing the Trans-Canada Pipe Lines Ltd. to construct a 16-inch high pressure natural gas pipe line under the C.N.R. in Lot 473, Parish of St. Joseph de Soulanges, County of Soulanges, P.Q., mileage 28.60 Kingston Subd.
- R-3444 September 25 - Approving changes to the pre-emption circuits at the crossing of the C.N.R. and Bloor and Lansdowne Streets, Sudbury, Ont., mileage 5.77 Copper Cliff Section, Sudbury Terminal Subd.
- R-3445 September 25 - Authorizing the C.N.R. to close stations at Cargill, Paisley and Mildmay, in Ont., for temporary periods while the agents are on their annual vacation.
- R-3446 September 25 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Lorne Avenue, City of Saskatoon, Sask., mileage 0.87 Lorne Avenue Lead off mileage 188.35 Watrous Subd.
- R-3447 September 25 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and De Labarre Street, in Boucherville, P.Q., mileage 6.75 Sorel Subd.
- R-3448 September 25 - Approving the changes in the automatic protection at the crossing of the C.N.R. and Hwy. No. 402, in Samia, Ont., mileage 68.34 Forest Subd.

- R-3449 September 25 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Shell Canada Ltd., at Wainwright, Alta., near mileage 140.5 Wainwright Subd. C.N.R.
- R-3450 September 25 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Mr. G.D. Borgel, Strome, Alta., near mileage 34.7 Wetaskiwin Subd. C.P.R.
- R-3451 September 25 – Authorizing the Twp. of Markham, Ont., to relocate and widen 19th Avenue Road at the crossing of C.N.R. between Lots 55 and 56, from mileage 23.66 to mileage 23.61 Bala Subd. and upon completion requiring the Railways to close the existing crossing at mileage 23.66 Bala Subd., and to install automatic protection at the relocated crossing.
- R-3452 September 26 – Amending Order No. R-802 which authorized the Nova Scotia Department of Highways to construct a road diversion to connect Garland Loop Road to Highway No. 14 at Garland, east of Windsor, N.S., eliminating a level crossing of the D.A.R. at mileage 29.37 Halifax Subd.
- R-3453 September 26 – Approving revision to tariff filed by the Canadian National Telecommunications.
- R-3454 September 26 – Rescinding authority of Order No. 99606 which approved the location of the flammable liquid bulk storage facilities of Wolverine Products and Sales Ltd., at Hochelaga Yard, in Montreal, P.Q., mileage 2.0 Park Avenue Subd. C.P.R.
- R-3455 September 26 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road at McGivney, N.B., mileage 74.56 Miramichi Subd.
- R-3456 September 30 – Authorizing C.N.R. to construct an additional track, at grade across Cameron Street, mileage 1.05 Nechako Subd., City of Prince George, B.C., and requiring the Railways to relocate and revise the signal protection to provide for the additional track.
- *R-3457 October 1 – Authorizing limitation of liability on rate of \$2.53 per net ton on Concentrates, Copper, Lead or Zinc to be published by C.N.R. from Nigadoo to Dalhousie, N.B., for furtherance. (See page 507, 58 RTC).
- R-3458 October 1 – Authorizing the C.N.R. to remove the caretaker at Dummer, Sask., mileage 36.7 Avonlea Subd.

- R-3459 October 1 - Authorizing the C.N.R. to operate their engines, cars and trains on the temporary track diversion in the vicinity of William Street, Cobourg, Ont., mileage 264.67 Kingston Subd.
- R-3460 October 1 - Authorizing the Town of Chandler, P.Q., to construct Rene Hubert Avenue across the C.N.R. at mileage 44.77 Chandler Subd.
- *R-3461 October 1 - Amending General Order No. E-7 of the Board of Transport Commissioners for Canada containing regulations governing the preparation of accounts to apply to joint projects undertaking under Order of the Board. (See page 505, 58 RTC).
- R-3462 October 1 - Authorizing the C.P.R. to operate its engines, cars and trains over the subway carrying its track over Hwy. No. 3B in British Columbia at mileage 19.7 Rossland Subd.
- R-3463 October 1 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge over Tourville River, Twp. of Rochebaucourt, P.Q., mileage 16.6 Kiask Falls Subd.
- R-3464 October 1 - Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 80.93 and 81.46 on the south side of its Glenboro Subd., in Man.
- R-3465 October 1 - Authorizing the C.P.R. to close within limits of its right of way, the crossings of its railway and Acadia Street, Portland Street and Simonds Street at mileages 0.4, 0.45 and 0.49 McAdam Subd., in the City of Saint John, N.B.
- R-3466 October 1 - Authorizing the C.P.R. to operate its engines, cars and trains through the interlocking at the Pitt River Bridge in Coquitlam, British Columbia at mileage 109.7 Cascade Subd.
- R-3467 October 1 - Approving tolls published in Tariff filed by the D.A.R. under Section 8 of the M.F.R.A.
- R-3468 October 1 - Approving tolls published in Tariff filed by the C.P.R. under Sections 3 and 8 of the M.F.R.A.
- R-3469 October 1 - Extending the time within which the C.P.R. is required to improve the automatic protection at the crossing of its railway and Main Street, in the Town of Gatineau, P.Q., at mileage 111.91 Lachute Subd.
- R-3470 October 1 - Approving changes in the automatic protection at the crossing of the C.N.R. and Golf Club Road, in Scarborough, Ont., at mileage 321.97 Kingston Subd.
- R-3471 October 1 - Approving changes in the automatic protection at the crossing of the C.N.R. and Hwy. No. 3, in Tusket, N.S., at mileage 127.75 Yarmouth Subd.

- R-3472 October 1 - Approving the less than standard clearances at the siding serving Lee Benner Chemicals Ltd., at mileage 1.69 North Toronto Subd. CPR, Ont., provided signs indicating less than standard clearances are erected.
- R-3473 October 1 - Approving the restricted clearances on the siding serving Chem-Pack Ltd., and Hepburn Co., opposite mileage 4.24 North Toronto Subd., Ont., provided signs indicating less than standard clearances are erected C.P.R.
- R-3474 October 1 - Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Shell Canada Ltd., at Slave Lake, Alta., near mileage 162.7 Slave Lake Subd., Northern Alberta Railways. Co.
- R-3475 October 1 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road near Hazelridge, Man., mileage 106.07 Keewatin Subd.
- R-3476 October 1 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road across Lot 4, Prairie Siding, Ont., at mileage 69.87 Chatham Subd.
- R-3477 October 1 - Authorizing the C.N.R. to remove the caretaker at Ruddell, Sask., mileage 60.4 Langham Subd.
- R-3478 October 1 - Authorizing the C.N.R. to remove the caretaker and station building at Rochebeaucourt, P.Q., mileage 18.7 Kiask Falls Subd.
- R-3479 October 1 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and 6th Avenue, Prince Albert, Sask., East Prince Albert Spur opposite mileage 160.46 Tisdale Subd.
- R-3480 October 2 - Approving revisions to tariffs filed by The Bell Telephone Co. of Canada.
- R-3481 October 2 - Approving tolls published in Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-3482 October 2 - Approving tolls published in Supplement No. 1 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-3483 October 2 - Approving tolls published in Tariff filed by the C.P.R. under sections 3 and 8 of the M.F.R.A.
- R-3484 October 3 - Amending Order No. 110942 which authorized the C.N.R. to modernize the circuits and to improve the protection systems on their loop line in Edmonton, Alta., and provide for train speeds of 30 miles an hour.

- R-3485 October 3 - Authorizing the Town of Beauceville East, P.Q., to construct a public road across the Quebec Central Railway at mileage 12.95 Chaudiere Subd.
- R-3486 October 3 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge over Ruisseau Blin, Twp. of Barraute, P.Q., mileage 3.75 Kiask Falls Subd.
- R-3487 October 3 - Authorizing the C.P.R. to remove the caretaker and close and remove the station building at Shouldice, Alta.
- R-3488 October 3 - Approving changes in the automatic protection at the crossing of the C.N.R. and Kerr Street, in Oakville, Ont., mileage 21.96 Oakville Subd.
- R-3489 October 3 - Approving changes in the automatic protection at the crossing of the C.P.R. and Otter Lake Road, Twp. of Foley, Ont., mileage 17.20 Parry Sound Subd.
- R-3490 October 3 - Authorizing the C.P.R. to remove the agent-operator and close the station at Savona, British Columbia, mileage 25.2 Thompson Subd.
- R-3491 October 3 - Requiring the Village of Brighton, Ont. to improve the vision at the crossings of Greenwood Avenue and the C.N.R. at mileage 242.62 Kingston Subd. and the C.P.R. at mileage 113.31 Belleville Subd.
- R-3492 October 3 - Requiring The Chesapeake and Ohio Railway Co. to install automatic protection at the crossing of its railway and LaSalle Road in the City of Samia, Ont., at mileage 67.5 No. 2 Subd.
- R-3493 October 3 - Authorizing the Quebec Department of Roads to reconstruct Boivin Road where it crosses the C.N.R., in the Mun. of the Parish of Sainte Louise, County of l'Islet, P.Q. at mileage 47.30 Montmagny Subd.
- R-3494 October 3 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Plessis Road in Transcona, Man., mileage 120.80 Keewatin Subd.
- R-3495 October 3 - Declaring the crossing of the C.P.R. and Broadway Street, in the Village of Cartwright, Man., a public crossing and requiring the Railway to install automatic protection at the said crossing.
- R-3496 October 3 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and 9th Concession Road, in the Village of Thamesford, Twp. of East Nissouri, Ont., mileage 101.31 Galt Subd.

- R-3497 October 3 - Approving changes in the automatic protection at the crossing of the C.N.R. and Reid Street, in Peterborough, Ont., mileage 64.03 Campbellford Subd.
- R-3498 October 3 - Rescinding authority of Order No. 86974 which approved the location of the connecting pipe lines and tank car loading racks for the handling of inflammable liquids near the tracks of the C.P.R., at Throne, Alta.
- R-3499 October 3 - Rescinding authority of Orders 76859, 91453, 92074 and 94134 and approving the portion of the flammable liquid bulk marketing plant of Imperial Oil Ltd., located on the C.N.R. right of way at Lytton, British Columbia, near mileage 97.38 Ashcroft Subd.
- R-3500 October 3 - Approving the location of the flammable liquid bulk storage and transfer facilities of Imperial Oil Ltd., at Carberry, Man., near mileage 106.03 Carberry Subd. CPR.
- R-3501 October 3 - Approving and authorizing the overhead and side clearances on the siding serving Planters Nut and Chocolate Ltd., Toronto, Ont., mileage 3.98 North Toronto Subd., C.P.R.
- R-3502 October 3 - Exempting the C.P.R. from erecting right of way fences on the east side of its Portal Subd., between certain mileages in the R.M. of Weyburn No. 67, Sask.
- R-3503 October 3 - Exempting the C.P.R. from erecting and maintaining right of way fences on the north side of its Lenore Subd., between mileages 7.09 and 7.59, in the Mun. of Daly, Man.
- R-3504 October 3 - Exempting the C.P.R. from erecting and maintaining right of way fences on both sides of its Assiniboia Subd., in the R.M. of Brokenshell No. 68, Sask., between mileages 13.03 and 14.05.
- R-3505 October 3 - Approving changes in the automatic protection at the crossing of the C.N.R. and 8th Line Road in Oakville, Ont., mileage 20.55 Oakville Subd.
- R-3506 October 3 - Authorizing the C.N.R. to construct and maintain their Noranda Spur commencing at mileage 3.71 Cudworth Subd., Sask., across the following municipal roads: mileages 0.82 and 1.83 in the R.M. of Morris, and mileages 3.84 and 5.86 in the R.M. of Colonsay.
- R-3507 October 3 - Authorizing the C.N.R. to operate their engines, cars and trains over the subway structure carrying their tracks over County Road No. 22 between Lot 1, Concession 3, Twp. of Clinton and Lot 23, Concession 2, Twp. of Louth, Lincoln County, Ont., mileage 18.93 Grimsby Subd.

- R-3508 October 3 - Authorizing the C.N.R. to remove the caretaker at Belcourt, P.Q., mileage 5.2 Taschereau Subd.
- R-3509 October 3 - Approving the removal by the C.N.R. of their caretaker at Lorlie, Sask., and the establishment of a drop depot at Lorlie to take care of l.c.l. freight and express shipments.
- R-3510 October 3 - Authorizing the Trans-Northern Pipe Line Co., to construct a 10-inch high pressure petroleum products pipe line across and under the C.N.R. in the Town of Boucherville, P.Q., mileage 10.47 Sorel Subd.
- R-3511 October 3 - Approving the location of the relocated flammable liquid bulk storage and transfer facilities of Imperial Oil Ltd., at Ponteix, Sask., near mileage 69.28 Shaunavon Subd.
- R-3512 October 3 - Declaring public the level crossings of the C.N.R.'s St. Malo Spur off mileage 11.16 Bridge Subd., in the City of Quebec, P.Q., at the following streets: Borne Street (3), Vincent Massey Street (6), Des Artisans Street (2), Leber Street (2), Taillon Street (2), Marc Lescarbot Street (1), Marc Lescarbot Street and Provencher Street (1).
- R-3513 October 3 - Rescinding the authority of Order No. 59113 which approved the installation of unloading rack, pipe lines, pump house and other facilities for the handling and storage of inflammable liquids of Supertest Petroleum Corporation Ltd., near the C.P.R.'s tracks at St. Jerome, P.Q.
- R-3514 October 3 - Authorizing the C.N.R. to make changes to the Cherry Street interlocking, Toronto, Ont.
- R-3515 October 4 - Requiring that no trains shall exceed a speed greater than 25 miles per hour over the crossing of the Penn-Central and Memorial Park Drive, City of Welland, Ont., mileage 12.79 NF Main Line Subd., until automatic protection has been installed.
- R-3516 October 4 - Requiring that no trains shall exceed a speed greater than 25 miles per hour over the crossing of the Penn-Central and Moyer Road, County of Welland, Ont., mileage 10.05 NF Main Line Subd., until automatic protection has been installed.
- *R-3517 October 7 - Dismissing application of the Maritime Transportation Commission and the Maritime Lumber Bureau for disallowance of increased carload rates on lumber from points in the Atlantic Provinces to destinations in Ontario and Quebec, C.N.R., C.P.R. (See page 495, 58 RTC).

- *R-3518 October 4 - Authorizing the C.P.R. to abandon that portion of its Arrow Lake Subd., between mileages 1.1 and 27.5, British Columbia (See page 506, 58 RTC).
- R-3519 October 7 - Requiring the C.N.R. to install pedestrian bells, in lieu of the existing bells at the following crossings of their railway in the City of Guelph, Ont.: Paisley Street, Edinburgh Road and Aberdeen Street, at mileages 30.48, 30.45 and 30.52.
- R-3520 October 7 - Rescinding authority of Order No. 93523 which approved the proposed location of facilities for the handling and storage of flammable liquids at Dollard, Sask., mileage 8.3 Altawan Subd. C.P.R.
- R-3521 October 7 - Approving less-than-standard clearances at the coal loading facility on the siding serving Cardinal River Coals Ltd., in Luscar, Alta., mileage 5.3 Luscar Subd. C.N.R., provided signs indicating less-than-standard clearances are erected.
- R-3522 October 7 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in the Village of Benard, Man., mileage 34.86 Rivers Subd.
- *R-3523 October 7 - Authorizing limitation of liability on a rate of \$2.00 per 100 pounds on Ore and Concentrates, Pitchblende, to be published by the Canadian Freight Association on behalf of C.N.R. from Edmonton, Alta., to Port Hope, Ont. (See page 508, 58 RTC).
- R-3524 October 7 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road, in Ont., mileage 10.7 Kaministiquia Subd.
- R-3525 October 7 - Authorizing the Municipal Corporation of the Parish of Notre-Dame des Prairies, P.Q., to construct Pierre Street across the C.P.R. at mileage 7.31 St. Gabriel Subd., and imposing a speed restriction of 15 miles per hour at the said crossing.
- R-3526 October 7 - Approving changes in the automatic protection at the crossing of the C.N.R. and Midland Avenue, in Scarborough, Ont., mileage 324.98 Kingston Subd.
- R-3527 October 7 - Approving changes in the automatic protection at the crossing of the C.N.R. and Main Street in Sussex, N.B., mileage 43.15 Sussex Subd.
- R-3528 October 7 - Approving changes in the automatic protection at the crossing of the C.N.R. and McCowan Road East of the Borough of Scarborough, Ont., mileage 323.63 Kingston Subd.

- R-3529 October 7 - Amending Order No. 121459 which authorized the C.P.R. to reconstruct and improve the overhead bridge carrying Elgin Street over its track, in the Town of Bowmanville, Ont., mileage 163.99 Belleville Subd.
- R-3530 October 7 - Approving changes in the automatic protection at the crossing of the C.P.R. and Walkley Road, City of Ottawa, Ont., mileage 0.72 Ellwood Subd. (formerly mileage 4.17 Prescott Subd.)
- R-3531 October 7 - Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on the north side of its Bredenbury Subd., in Man.
- R-3532 October 7 - Exempting the C.P.R. from erecting and maintaining right of way fences on the south side of its Broadview Subd. between mileages 107.4 and 107.6 in the R.M. of Silverwood No. 123, Sask.
- R-3533 October 7 - Dismissing application of the C.N.R. for authority to remove the caretaker and station building at La Doré, P.Q., mileage 7.6 Cran Subd.
- R-3534 October 7 - Exempting the C.N.R. from erecting and maintaining right of way fences between mileages 19.56 and 19.96 Winnipegosis Subd., in the R.M. of Mossey River, Man.
- R-3535 October 7 - Amending Orders Nos. R-1898 and R-3303 concerning the temporary anhydrous ammonia transfer facilities of Cominco Ltd., at Red Deer, Alta., near mileage 3.5 Leduc Subd. C.P.R., by substituting "G.R. Loughheed" for "Cominco Limited".
- R-3536 October 7 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road north of Elmwood, Ont., mileage 34.4 Owen Sound Subd.
- R-3537 October 7 - Rescinding authority of Order No. R-2244 which approved the location of the proposed flammable liquid bulk storage and transfer facilities of Canwood Co-operatives Association Ltd., at Canwood, Sask., near mileage 14.71 Big River Subd. C.N.R.
- R-3538 October 7 - Approving changes in the automatic protection at the crossing of the C.N.R. and Malpeque Road in Winsloe, P.E.I., mileage 6.6 Borden Subd.
- R-3539 October 7 - Exempting the C.P.R. from erecting and maintaining right of way fences on the south side of its Arcola Subd., between mileages 18.64 and 19.18 in the R.M. of Sifton No. 188, Man.
- R-3540 October 7 - Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Lanigan Subd., in the R.M. of Last Mountain Valley No. 250, Sask.

- R-3541 October 7 - Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages on the south side of their Margo Subd., in the R.M. of Lakeview No. 337, Lakeside No. 338 and St. Peter No. 369, all in Sask.
- R-3542 October 7 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road at mileage 37.9 Outlook Subd., Sask.
- R-3543 October 7 - Amending Order No. 121230 which required the C.N.R. to install and maintain automatic protection at the crossing of their railway and Hwy. No. 5, Town of North Sydney, N.S., mileage 98.08 Sydney Subd.
- R-3544 October 7 - Approving revisions to tariffs filed by The Bell Telephone Co. of Canada.
- R-3545 October 7 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Road No. 355, in Minnedosa, Man., mileage 0.58 Bredenbury Subd.
- R-3546 October 7 - Approving changes in the automatic protection at the crossing of the C.N.R. and Brimley Road in Scarborough, Ont., mileage 324.22 Kingston Subd.
- R-3547 October 7 - Authorizing the City of Montreal P.Q. to construct 83rd Avenue across the track of the C.N.R., mileage 130.4 Joliette Subd., and requiring the Railways to install automatic protection at the crossing before it is opened for the use of the public.
- R-3548 October 7 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and 86th Street in Edmonton, Alta., mileage 171.74 Willingdon Subd.
- R-3549 October 7 - Amending Order R-107 which authorized the Saskatchewan Department of Highways and Transportation to reconstruct and improve the subway carrying Idylwyld Drive North across and under the C.N.R., Saskatoon, Sask., mileage 4.6 Warman Subd.
- R-3550 October 8 - Authorizing the Quebec Department of Roads to widen and improve Ste. Catherine Road where it crosses the C.P.R. in the Mun. of the Parish of St. Telesphore, County of Vaudreuil-Soulanges, P.Q., mileage 2.88 Cornwall Subd.
- R-3551 October 8 - Granting leave to the C.N.R. to open for the carriage of traffic additional yard tracks at Thorold, Ont., to serve Hayes-Dana Products Ltd. and to operate their engines, cars and trains thereon.

- R-3552 October 8 - Authorizing the N.S. Department of Highways to construct an overhead bridge to carry Springhill Connector Road to Trans-Canada Hwy. over the C.N.R. in the County of Cumberland, N.S., mileage 53.97 Springhill Subd.
- R-3553 October 8 - Authorizing the C.P.R. to replace the existing steel span of its bridge in the County of Portage la Paire, Range 8, WPM, Man., mileage 63.8 Carberry Subd.
- R-3554 October 8 - Approving the new Service Station Contract between The Bell Telephone Co. of Canada and The Gordon Telephone Co. Ltd.
- R-3555 October 8 - Approving Supplement No. 5 to Traffic Agreement between The Bell Telephone Co. of Canada and The Gore Bay Municipal Telephone System.
- R-3556 October 8 - Approving Supplement No. 3 to Traffic Agreement between The Bell Telephone Co. of Canada and La Cie de Telephone Rurale de St. Joseph de Kamouraska.
- R-3557 October 8 - Approving Alternate Appendix "B" to Traffic Agreement between The Bell Telephone Co. of Canada and The Addington Telephone Co. Ltd.
- R-3558 October 8 - Approving changes in the automatic protection at the crossing of the C.P.R. and Hwy. No. 1 near Moose Jaw, Sask., mileage 4.74 Outlook Subd.
- R-3559 October 8 - Approving changes in the automatic protection at the crossing of the C.N.R. and Hwy No. 16 near Prince Rupert, British Columbia, mileage 92.7 Skeena Subd.
- R-3560 October 8 - Assessing the cost of maintenance of the crossing of the C.P.R. and Secondary Hwy. No. 105B, in the Village of Chapman Camp, British Columbia, mileage 16.29 Kimberley Subd., on the Village.
- R-3561 October 8 - Extending the time within which the Penn Central is required to install automatic protection at the crossing of its railway and the Town Line Road between the Twps. of South Norwich and Dereham, east of Tillsonburg, Ont., mileage 89.68 NF Main Line Subd.
- R-3562 October 8 - Authorizing the Department of Indian Affairs and Northern Development to improve the road leading to Wabamun Indian Reserve No. 133A where it crosses the C.N.R. between the NE¼-31 and the NW¼-32-52-3 W5M, Alta., mileage 41.56 Edson Subd.
- R-3563 October 8 - Authorizing the removal of the speed limitation at the crossing of the Penn Central and Main Street, in Dutton, Ont., mileage NF 133.75 Main Line Subd.

- R-3564 October 8 - Authorizing the C.N.R. to operate their engines, cars and trains over the siding which crosses the Twp. Road between Lots 35 and 36 S.N.B.T.R. serving Saskatchewan Co-operatives Livestock Producers Ltd., Twp. of Southwold, County of Elgin, Ont., which commences at mileage 4.50 Chatham Subd.
- R-3565 October 8 - Approving Supplement No. 15 to Traffic Agreement between The Bell Telephone Co. of Canada and The Port Hope Telephone Co. Ltd.
- R-3566 October 8 - Approving Supplement No. 1 to Service Station Contract between The Bell Telephone Co. of Canada and the Port Hope Telephone Co. Ltd.
- R-3567 October 8 - Approving Appendix "A" to Traffic Agreement between The Bell Telephone Co. of Canada and the Taylor Telephone Co. Ltd.
- R-3568 October 8 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Mr. K. Einarson, at Bashaw, Alta., near mileage 84.3 Camrose Subd., C.N.R.
- R-3569 October 8 - Amending Order R-3258 which approved the location of the proposed anhydrous ammonia bulk storage and transfer facilities of Simplot Chemical Co. Ltd., at Bon Accord, Alta., near mileage 8.4 Lac la Biche Subd., N.A.R.
- R-3570 October 8 - Rescinding authority of Order 90856 which approved the location of the facilities for the handling and storage of flammable liquids of Imperial Oil Ltd., at Talmage, Sask., mileage 49.5 Lewvan Subd. C.N.R.
- R-3571 October 8 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Hwy. No. 7, Twp. of Markham, County of York, Ont., mileage 18.2 Bala Subd.
- R-3572 October 8 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road at St. Felix, P.Q., mileage 17.88 St. Gabriel Subd.
- R-3573 October 9 - Approving the certified true copy of a letter dated July 25, 1968 relating to Traffic Agreement between The Bell Telephone Co. of Canada and Quebec Telephone (Gagnon).
- R-3574 October 9 - Approving the certified true copy of a letter dated July 3, 1968, relating to Traffic Agreement between The Bell Telephone Co. of Canada and La Cie de Telephone Continental Limitee (Division Chateau Richer).

- R-3575 October 9 - Approving revisions to tariffs filed by the Canadian National Telecommunications.
- R-3576 October 9 - Approving Supplement No. 5 and Appendix "A" to Traffic Agreement between The Bell Telephone Co. of Canada and La Cie de Telephone de St. Hubert de Spaulding.
- R-3577 October 9 - Approving changes in the automatic protection at the crossing of the C.N.R. and Hwy. No. 3 (Fresh Brook Crossing), in Fresh Brook, N.S., mileage 87.90 Yarmouth Subd.
- R-3578 October 9 - Approving changes in the automatic protection at the crossing of the C.N.R. and Michigan Road, west of Blackwell, Ont., mileage 67.37 Forest Subd.
- R-3579 October 9 - Approving changes in the automatic protection at the crossing of the C.N.R. and Modeland Road, west of Blackwell, Ont., mileage 65.96 Forest Subd.
- R-3580 October 9 - Amending Order No. 120430 which authorized the Highways Department of Manitoba to construct Provincial Trunk Hwy. No. 1 West Portage By-Pass across the C.N.R. in Lot 48, Parish of Portage la Prairie, R.M. of Portage la Prairie, Man., mileage 2.20 Pleasant Point Subd.
- R-3581 October 9 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of the Munro Farm Supplies Ltd. at Langruth, Man., near mileage 38.6 Oakland Subd. C.N.R.
- R-3582 October 9 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of United Grain Growers Ltd. at Portage la Prairie, Man., near mileage 53.9 Rivers Subd. C.N.R.
- R-3583 October 9 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Riediger's Feed and Seed Service Ltd. at Manitou, Man. C.P.R.
- R-3584 October 9 - Extending the time within which the Barton Developments Ltd., was authorized to locate its temporary anhydrous ammonia transfer facilities at Wrentham, Alta., near mileage 68.6 Stirling Subd. C.P.R.
- R-3585 October 9 - Approving changes in the automatic protection at the crossing of the C.N.R. and Morningside Avenue, in Guildwood, Ont., mileage 320.41 Kingston Subd.
- R-3586 October 9 - Authorizing the removal of the speed limitation at the crossing of the Chesapeake & Ohio Railway Co., and a public road in Windsor, Ont., mileage 2.00 No. 1 Subd.

- R-3587 October 9 - Requiring the C.N.R. to revise the control circuits for the automatic protection at the crossing of their railway and Hwy. No. 7 at Laprairie, P.Q., mileage 81.66 Massena Subd.
- R-3588 October 9 - Approving changes in the automatic protection at the crossing of the C.N.R. and East Pike Creek Road, in Tecumseh, Ont., mileage 97.03 Chatham Subd.
- R-3589 October 9 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road near Indian River, Ont., mileage 111.68 Havelock Subd.
- R-3590 October 9 - Approving true copy of a letter dated July 25, 1968 relating to Traffic Agreement between The Bell Telephone Co. of Canada and Quebec Telephone (Twin Falls and Wabush).
- R-3591 October 9 - Approving true copy of a letter dated July 3, 1968 relating to Traffic Agreement between The Bell Telephone Co. of Canada and Le Telephone de St-Sebastien d'Iberville Inc.
- R-3592 October 9 - Approving changes in the automatic protection at the crossing of the C.N.R. and Station Road, in Ste. Justine, P.Q., mileage 10.97 Alexandria Subd.
- R-3593 October 9 - Amending Order No. 50852 which required the C.N.R. to install double bells and wigwags at the crossing of their railway and Victoria Street, in Thamesville, Ont.
- R-3594 October 10 - Approving changes in the automatic protection at the crossing of the Quebec Central Railway and Hwy. No. 24, St. Camille de Lellis, P.Q., mileage 54.90 Chaudiere Subd.
- R-3595 October 10 - Approving revisions to tariffs filed by The Bonaventure and Gaspé Telephone Co. Ltd.
- R-3596 October 10 - Authorizing the Quebec Department of Roads to improve St. Thuribe Road where it crosses the C.N.R., in the Parish of St-Casimir, P.Q., mileage 43.70 La Tuque Subd., and upon completion, requiring the Railways to install automatic protection at the said crossing.
- R-3597 October 10 - Approving the true copy of a letter dated July 3, 1968 relating to Traffic Agreement between The Bell Telephone Co. of Canada and La Compagnie de Telephone de la Petite Nation.
- R-3598 October 10 - Dismissing application of the C.N.R. to remove the agent and station building at Barrington, N.S. mileage 83.3 Yarmouth Subd.
- R-3599 October 10 - Extending the time within which the Upshaw Fertilizer Co. Ltd., was authorized to locate its temporary anhydrous ammonia transfer facilities at Gem, Alta., near mileage 11.44 Gem Spur Rosemary Subd., C.P.R.

- R-3600 October 10 - Extending the time within which Upshaw Fertilizer Co. Ltd. was authorized to locate its proposed temporary anhydrous ammonia transfer facilities at Hussar, Alta., near mileage 21.12 Irricana Subd. C.P.R.
- R-3601 October 10 - Dismissing application of the C.N.R. to discontinue their agency at Aylesbury, Sask., mileage 62.2 Craik Subd.
- R-3602 October 10 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Yale Road, in Chilliwack, B.C., mileage 72.2 Yale Subd.
- R-3603 October 10 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in the Village of Bic, P.Q., mileage 133.96 Mont Joli Subd.
- R-3604 October 10 - Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Hwy. No. 19 in Brunner, Ont., mileage 11.48 Newton Subd.
- R-3605 October 10 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in the Twp. of Oro, Ont., mileage 76.05 Newmarket Subd.
- R-3606 October 10 - Approving changes in the automatic protection at the crossing of the C.P.R. and Hwy. No. 5 near Neepawa, Man., mileage 61.53 Minnedosa Subd.
- R-3607 October 15 - Authorizing the C.N.R. to remove their station agent at Alix, Alta., mileage 6.1 Three Hills Subd., provided a drop depot is established at Alix to take care of express and l.c.l. freight.
- R-3608 October 15 - Approving changes in the automatic protection at the crossing of the C.N.R. and Hwy. No. 3 in Barrington West, N.S., mileage 84.00 Yarmouth Subd.
- R-3609 October 15 - Approving changes in the automatic protection at the crossing of the C.N.R. and Trunk No. 3, in Pubnico, County of Yarmouth, N.S., mileage 108.70 Yarmouth Subd.
- R-3610 October 15 - Approving changes in the automatic protection at the crossing of the C.N.R. and 9th Line Road, in Oakville, Ont., mileage 19.25 Oakville Subd.
- R-3611 October 15 - Authorizing the Alberta Department of Highways to widen and improve Hwy. No. 43:150 where it crosses the C.P.R. between the NE¼-22 and the NW¼-23-55-14 W4M near Hairy Hill, Alta., mileage 98.36 Willingdon Subd.
- R-3612 October 15 - Approving changes in the automatic protection at the crossing of the C.N.R. and Haig Boulevard, in Long Branch, Ont., mileage 10.59 Oakville Subd.

- R-3613 October 15 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Main Street, in Ridgeway, Ont., mileage 9.03 Dunnville Subd.
- R-3614 October 15 - Requiring the C.N.R. to make changes to the automatic protection at the crossing of their railway and Hwy. No. 10, east of Inglewood, Ont., mileage 37.40 Beeton Subd., by providing push buttons for manual control and a short track circuit through the crossing.
- R-3615 October 15 - Approving Appendix "A" and Alternate Appendix "B" to Traffic Agreement between The Bell Telephone Co. of Canada and La Compagnie de Telephone de Roxton Inc.
- R-3616 October 15 - Approving Supplement No. 3 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de St-Jean Baptiste de Roxton.
- R-3617 October 15 - Authorizing the C.P.R. to operate its engines, cars and trains on the temporary track diversion across William Street to permit the construction of a subway, in the Town of Cobourg, Ont., in the vicinity of mileage 135.53 Belleville Subd.
- R-3618 October 15 - Assessing the cost of maintenance of the crossing of the C.P.R. and Secondary Hwy. No. 107B, Village of Chapman Camp, British Columbia, mileage 0.15 Low Line Spur, Kimberley Subd., on the Village.
- R-3619 October 15 - Approving changes in the automatic protection at the crossing of the C.N.R. and Alexandria Avenue, in Long Branch, Ont., mileage 11.03 Oakville Subd.
- R-3620 October 15 - Extending the time within which the Barton Developments Ltd., is authorized to locate its temporary anhydrous ammonia transfer facilities at New Dayton, Alta., near mileage 9.3 Coutts Subd. C.P.R.
- R-3621 October 15 - Rescinding authority of Order 25676 and amending Orders 64877, 59084 which required all train movements over the crossing of the C.N.R. and Sherman Avenue in the City of Hamilton, Ont., at mileage 1.46 North & Northwest Spur, Grimsby Subd., to be flagged by a member of the train crew.
- R-3622 October 15 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Lacombe Fertilizer and Farm Supply Ltd., at Aspen Beach, Alta., near mileage 10.8 Hoadley Subd. C.P.R.

- R-3623 October 15 Extending the time within which the Chesapeake and Ohio Railway Co. is required to install automatic protection at the crossing of its railway and Beckwith Street, in Corunna, Ont., mileage 66.2 No. 2 Subd.
- R-3624 October 15 -- Authorizing the C.P.R. to reconstruct the bridge over Midge Creek, mileage 95.0 Nelson Subd., in British Columbia, and authorizing the Railway to operate over the bridge during the period of reconstruction.
- R-3625 October 15 -- Requiring the C.N.R. to add short arm gates to the existing protection at the crossing of their railway and Kennedy Road, Town of Brampton, Ont., mileage 14.32 Halton Subd.
- R-3626 October 15 -- Amending Order 99068 which authorized The Chesapeake and Ohio Railway Co. to operate its engines, cars and trains over the siding serving Dow Chemical Co. of Canada Ltd., City of Sarnia, Ont.
- R-3627 October 15 -- Requiring the C.N.R. to install automatic protection at the crossing of their railway and Halton County Road No. 8, in Milton, Ont., mileage 0.56 Milton Town Spur, Halton Subd., and requiring the Railways to bring all trains to a stop before obstructing the crossing.
- R-3628 October 15 -- Approving Supplement No. 6 to Traffic Agreement between The Bell Telephone Co. of Canada and Le Reseau de Telephone Shawinigan Valley.
- R-3629 October 15 -- Approving changes in the automatic protection at the crossing of the C.N.R. and Revus Avenue, in Long Branch, Ont., mileage 12.02 Oakville Subd.
- R-3630 October 15 -- Approving changes in the automatic protection at the crossing of the C.N.R. and 4th Line Road, in Oakville, Ont., mileage 23.13 Oakville Subd.
- R-3631 October 15 -- Authorizing the C.P.R. to operate its engines, cars & trains over the siding serving MacCosham Van Lines Ltd. which crosses Railway Street, City of Kingston, Ont., mileage 0.10, off mileage 102.02 Kingston Subd., and requiring all train movements over the crossing to be flagged by a member of train crew.
- R-3632 October 15 -- Requiring the Chesapeake and Ohio Railway Co. to improve the automatic protection at the crossing of its railway and County Road No. 4 (Hill Street), Village of Corunna, County of Lambton, Ont., mileage 65.94 No. 2 Subd.

- R-3633 October 15 - Approving changes in the automatic protection at the crossing of the C.N.R. and County Road No. 19, south of Longford, County of Ontario, Ont., mileage 90.17 Newmarket Subd.
- R-3634 October 15 - Approving changes in the automatic protection at the crossing of the C.N.R. and Hwy. No. 518, north of Scotia, Ont., mileage 162.87 Newmarket Subd.
- R-3635 October 16 - Extending the time within which the Chesapeake and Ohio Rly. Co. is required to install automatic protection at the crossing of its railway and Paget Street, Corunna, Ont., mileage 66.1 No. 2 Subd.
- R-3636 October 16 - Extending the time within which the Chesapeake and Ohio Rly Co. is required to install automatic protection at the crossing of its railway and Fane Street in Corunna, Ont., mileage 65.80 No. 2 Subd.
- R-3637 October 16 - Approving the widening of Main Street where it crosses the C.P.R. in Almonte, Ont., mileage 24.18 Chalk River Subd.
- R-3638 October 16 - Approving changes in the automatic protection at the crossing of the C.N.R. and Gray's Road, City of Hamilton, Ont., mileage 36.97 Grimsby Subd.
- R-3639 October 16 - Authorizing C.N.R. to install signals on their Thornton Branch between mileages 0.0 and 3.3, Vancouver, British Columbia, and exempting the Company from application of Section 53 of General Order E-14 and Section 14 of General Order E-13.
- R-3640 October 16 - Approving changes in the automatic protection at the crossing of the C.P.R. and 14th Concession Road, Twp. of East Flamborough, Ont., mileage 42.57 Galt Subd.
- R-3641 October 16 - Requiring the C.N.R. to improve the protection at the crossing of their railway and Gouin Boulevard (Hwy. No. 37) in the Town of Roxboro, P.Q., mileage 5.56 Montfort Subd.
- R-3642 October 16 - Approving changes in the automatic protection at the crossing of the C.N.R. and Wellington County Road No. 56, south of Drayton, Ont., mileage 58.05 Fergus Subd.
- R-3643 October 16 - Authorizing the Alberta Department of Highways to construct twin overhead bridges to carry Hwy. No. 16 across the C.P.R. between Section 9 and Section 16-53-23 W4M., Alta., mileage 164.59 Willingdon Subd., replacing an existing level crossing.
- R-3644 October 16 - Approving Revised Appendix "A" to Traffic Agreement between The Bell Telephone Co. of Canada and La Cie de Telephone de Disraeli.

- R-3645 October 17 – Approving the location of the proposed ammonium nitrate or ammonium nitrate mixed fertilizer bulk storage and transfer facilities of the Mariapolis Consumers Co-operative Ltd., at Mariapolis, Man., near mileage 96.2 Carmen Subd. C.N.R.
- R-3646 October 18 – Authorizing the C.N.R. to operate their engines, cars and trains over the sidings crossing Ritson Road North serving Ontario Steel Products Ltd., mileage 0.02 off mileage 2.05 Oshawa Spur and serving General Motors of Canada, mileage 0.09 off mileage 2.16 Oshawa Spur, City of Oshawa, Ont.

Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER No. R-3776

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF General
Order No. T-29 of the Board of
Transport Commissioners for Canada
for Conditions on Passes:*

File No. 496.43

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

General Order No. T-29 of the Board of Transport Commissioners for Canada is amended by adding the following:—

RAILWAY TRANSPORT COMMITTEE OF THE CANADIAN TRANSPORT COMMISSION

1. The following conditions on Personal Trip Certificates issued by the Railway Transport Committee are approved:

This certificate is not transferable; revocable at any time; void if altered or presented by other than a person designated herein. The user assumes all risk of death, injury, loss or damage to the user's person or property whether due to negligence or otherwise, and neither the user nor any other person whosoever shall have any right or claim against the issuing company, its servants or agents, or any company or railway on whose lines or trains this pass may be honoured, or its servants or agents, in respect of or arising out of any such death, injury, loss or damage. This pass shall be used only in accordance with the law. I hereby declare that each of the persons designated herein is entitled by law to receive free transportation.

SIGNATURE OF HOLDER

Dated at Ottawa, this 7th day of November, 1968.

(Sgd) C.W. Rump,
Secretary,
Railway Transport Committee.

COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE N° R-3776

PAR SON COMITÉ DES TRANSPORTS
PAR CHEMIN DE FER

RELATIVE à l'Ordonnance générale N° T-29 de la Commission des transports du Canada au sujet des conditions sur laissez-passer:

Dossier No 496.43

Le Comité des transports par chemin de fer de la Commission canadienne des transports ordonne ce qui suit:

L'Ordonnance générale No. T-29 de la Commission des Transports du Canada est amendée en ajoutant ce qui suit:

COMITÉ DES TRANSPORTS PAR CHEMIN DE FER
DE LA
COMMISSION CANADIENNE DES TRANSPORTS

1. Sont approuvées, les conditions ci-après figurant sur les laissez-passer de trajet nominatifs restreints délivrés par le Comité des transports par chemin de fer:

Strictement personnel; révocable en tout temps, nul en cas de falsification ou de présentation par une personne autre que la personne qui est désignée. Le détenteur assume tous les risques de mort ou de blessures, ou de perte de ses biens ou de dommages à ses biens, qu'ils soient attribuables à la négligence ou à toute autre cause; et ni le détenteur ni aucune autre personne n'auront contre la compagnie qui a délivré le laissez-passer ou contre ses préposés ou ses agents, ou contre une compagnie ou un chemin de fer sur les lignes desquels le présent laissez-passer pourra avoir été honoré ou contre leurs préposés ou leur agents, un droit ou recours quelconque découlant du décès, des blessures, de la perte de biens ou des dommages à ces biens. Ce laissez-passer ne doit être utilisé qu'en conformité de la loi. Je déclare par les présentes que chacune des personnes qui y sont désignées a droit au transport gratuit.

SIGNATURE DU TITULAIRE

Daté à Ottawa, ce 7ième jour de novembre, 1968.

C.W. Rump,
Secrétaire,
Comité des transports par
chemin de fer.

CANADIAN TRANSPORT COMMISSION

ACCIDENTS REPORTED TO THE OPERATING BRANCH, AUGUST, 1968
RAILWAY TRANSPORT COMMITTEE

	<i>Accidents</i>	<i>Killed</i>	<i>Injured</i>
Railway Accidents	313	11	344
Level Crossing Accidents	<u>28</u>	<u>13</u>	<u>34</u>
	341	24	378

	<i>Killed</i>	<i>Injured</i>
Passengers	1	124
Employees	1	214
Others	<u>22</u>	<u>40</u>
	24	378

Of the 28 accidents at Highway Crossings, 15 occurred where standard Railway crossing signs are located, 13 where additional forms of protection are in use, 19 after Sunrise and 9 after Sunset.

Ottawa, Ontario

SUMMARY OF ORDERS ISSUED BY THE RAILWAY TRANSPORT COMMITTEE

*(Denotes Order printed in full)

- R-3647 October 22 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Eglinton Avenue East, in Scarborough, Ont., mileage 59.49 Uxbridge Subd.
- R-3648 October 22 - Approving changes in the automatic protection at the crossing of the C.N.R. and Walker's Line Road, in Burlington, Ont., mileage 29.53 Oakville Subd.
- R-3649 October 22 - Authorizing the C.P.R. to close within the limits of its right of way the crossing of Commune Road, Mun. of the Parish of Sainte-Anne d'Yamachiche, P.Q., mileage 65.87 Trois Rivières Subd.
- R-3650 October 22 - Approving the location of the proposed additional 12,000 imperial gallon flammable liquid vertical storage tank and pumping equipment of Imperial Oil Ltd., at Salmon Arm, British Columbia, near mileage 63.67 Shuswap Subd. C.P.R.
- R-3651 October 22 - Approving the location of the proposed ammonium nitrate or ammonium nitrate mixed fertilizer bulk storage and transfer facilities of the Kelso Co-operative Association at Kelso, Sask., near mileage 96.9 Cromer Subd. C.N.R.
- R-3652 October 22 - Approving Supplement No. 6 to Traffic Agreement between The Bell Telephone Co. of Canada and Le Telephone de Chenier.
- R-3653 October 22 - Approving the location of the proposed new office building, additional 1,000 imperial gallon flammable liquid storage tank and transfer equipment of Texaco Canada Ltd., at Humboldt, Sask., near mileage 0.32 Aberdeen Subd. C.N.R.
- R-3654 October 22 - Requiring the Grand River Rly. Co. (C.P.R.) to install automatic protection at the crossing of its railway and Park Street, City of Waterloo, Ont., mileage 15.02 Waterloo Subd.
- R-3655 October 22 - Authorizing the American Can Co. to construct and maintain an overhead conveyor or gallery across and over the C.N.R., mileage 118.9 Okanagan Subd., British Columbia.
- R-3656 October 22 - Authorizing the C.N.R. to remove the agent and station building at Havelock, N.B., mileage 12.3 Havelock Subd.
- R-3657 October 22 - Requiring the Grand River Rly. (C.P.R.) and the City of Waterloo, Ont., to provide automatic protection at the crossing of the railway and William Street, mileage 15.26 Waterloo Subd.

- R-3658 October 22 — Rescinding authority of Order 77364 and declaring the crossing of the C.P.R. and a public road between Sections 29 and 30, Twp 8, Rge 4, WPM, near ElmCreek, Man., mileage 41.05 Glenboro Subd. a public crossing.
- R-3659 October 22 — Amending Order R-3369 which required the C.N.R. to install automatic protection at the crossing of their railway and Jones Road, west of Winona, Twp. of Saltfleet, Ont., mileage 34.29 Grimsby Subd.
- R-3660 October 22 — Authorizing the Twp. of Saltfleet to reconstruct Jones Road where it crosses the track of the C.N.R., west of Winona, Ont., mileage 34.29 Grimsby Subd.
- R-3661 October 22 — Assessing the cost of maintenance of the crossing of the CPR and Town Road in the Town of Rose Valley, Sask., at mileage 54.5 Tisdale Subd. on the Town.
- R-3662 October 22 — Authorizing the United Counties of Stormont, Dundas and Glengarry to construct a road diversion which will eliminate two existing crossings of the C.P.R. and County Road No. 25 at mileages 11.25 and 11.37 Cornwall Subd., and requiring the Railway to maintain a farm crossing at mileage 11.37 Cornwall Subd.
- R-3663 October 22 — Approving changes in the automatic protection at the crossing of the C.N.R. and Bruce County Road No. 7, in Ripley, Ont., mileage 49.59 Kincardine Subd.
- R-3664 October 22 — Authorizing the International Nickel Co. of Canada Ltd. to construct a highway across the CNR, east of Shebandowan Station, Twp. of Conacher, Ont., mile 61.75 Kashabowie Sd. and requiring the Railways to install automatic protection. at the said crossing.
- R-3665 October 22 — Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Hwy. No. 4, Town of Clinton, Ont., mileage 32.91 Goderich Subd.
- R-3666 October 22 — Authorizing the C.P.R. to reconstruct the bridge at mileage 8.4 Swift Current Subd., in Sask.
- *R-3667 October 22 — Authorizing limitation of liability in respect of publication in the Canadian Freight Classification less than carload ratings of Class 55 and Class 85 on Deuterium Oxide (Heavy Waters) when shipped in barrels or boxes, Canadian Freight Association. (See page 509, 58 RTC).
- R-3668 October 22 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road at Valleyfield, P.Q., mileage 1.0 CIL Spur off mileage 41.44 Valleyfield Subd.

- R-3669 October 22 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, west of Acton Station, Ont., mileage 35.7 Guelph Subd.
- R-3670 October 22 — Extending the time within which the Chesapeake and Ohio Rly. Co. is required to install automatic protection at the crossing of its railway and Cameron Street, in Corunna, Ont., mileage 65.70 No. 2 Subd.
- R-3671 October 22 — Rescinding authority of Order No. 69390 which approved the location of three 3,000-gallon horizontal storage tanks, pipe lines, pumps and warehouse of North Star Oil Ltd., near the tracks of the C.P.R., at Garrick, Sask.
- R-3672 October 22 — Approving the less than standard side clearances at the siding serving Kendle Coal Co., mileage 4.0 North Toronto Subd., Toronto, Ont. C.P.R.
- R-3673 October 22 — Approving changes in the automatic protection at the crossing of the C.N.R. and Beechwood Road, in Stamford, Ont., mileage 5.45 Welland Subd.
- R-3674 October 22 — Approving changes in the automatic protection at the crossing of the C.N.R. and St. Clair Ave., Borough of Scarborough, Ont., mileage 325.18 Kingston Subd.
- R-3675 October 22 — Approving changes in the automatic protection at the crossing of the C.N.R. and Poplar Road in Guildwood, Ont. mileage 320.65 Kingston Subd.
- R-3676 October 22 — Approving changes in the automatic protection at the crossing of the C.N.R. and County Road No. 13, north of St. Jacobs, Ont., mileage 8.12 Waterloo Subd. North Branch.
- R-3677 October 22 — Approving changes to the signals between mileages 0.00 and 17.00 on the Oakville Subd., C.N.R. in Ont.
- R-3678 October 22 — Approving tolls published in Tariff filed by the Dominion Atlantic Rly. Co. under sections 3 and 8 of the M.F.R.A. and rescinding authority of the following Orders: 102692, 105292, 106177, 111485, 113665, 115559, 116692, 118620, 120706, 121869, and R-184, R-695 and R-2433.
- R-3679 October 22 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road at La Plaine, Sask., mileage 32.69 Duck Lake Subd.
- R-3680 October 22 — Rescinding authority of Orders 57799, 66381, 68179, 75995, 90942 and 92072 concerning a Co-op bulk oil marketing station at Letellier, Man., mileage 53.0 Letellier Subd. C.N.R.

- R-3681 October 22 – Authorizing the Twp. of Yarmouth, in Elgin County, Ont., to reconstruct and improve the overhead bridge carrying Union Road across the C.N.R. at mileage 20.65 Talbot Subd.
- R-3682 October 22 – Approving the less than standard clearances caused by a retaining wall, along the main siding lead serving Canadian Building Materials Ltd., and connecting with the North Toronto Subd. at mileage 2.64, Toronto, Ont., C.P.R.
- R-3683 October 22 – Approving changes in the automatic protection at the crossing of the C.N.R. and Halton County Road No. 2 at Bronte, Ont., mileage 25.69 Oakville Subd.
- R-3684 October 22 – Authorizing the Town of Shaunavon to construct First Avenue across the C.P.R. at the following locations: mileage 0.10 on the siding serving Pioneer Grain Co. off mileage 0.66 Altawan Subd., and at mileage 0.11 Industrial Lead commencing at mileage 0.61 Altawan Subd., Sask.
- R-3685 October 22 – Amending Order R-2634 which authorized the British Columbia Department of Highways to construct an overhead bridge to carry the North Thompson Hwy. across the track of the C.N.R., at Cedarside, mileage 78.97 Albreda Subd.
- R-3686 October 22 – Rescinding authority of Order 91412 which approved the location of facilities for the handling and storage of flammable liquids of Supertest Petroleum Corporation Ltd., at Exeter, Ont. C.N.R.
- R-3687 October 23 – Approving revisions to tariffs filed by the British Columbia Telephone Co.
- R-3688 October 23 – Authorizing the Penn Central to operate its passenger trains through the interlocked railway crossings of its railway and the C.N.R. at speeds not exceeding 80 miles per hour and freight trains at speeds not exceeding 60 miles per hour and authorizing the C.N.R. to operate their passenger trains at speeds not exceeding 65 miles per hour and freight and mixed trains at speeds not exceeding 50 miles per hour.
- R-3689 October 23 – Approving changes in the automatic protection at the crossing of the C.N.R. and Appleby Road, Burlington, Ont., mileage 28.25 Oakville Subd.
- R-3690 October 23 – Authorizing Penn Central to operate its passenger trains through the interlocked railway crossings of its railway and the Toronto, Hamilton and Buffalo Rly. Co. at speeds not exceeding 80 miles per hour and freight trains at speeds not exceeding 60 miles per hour; amending Order 64584 and rescinding authority of Order R-2970.

- R-3691 October 23 — Amending Order 119342 which required The Bell Telephone Co. of Canada and the Quebec Natural Gas Corporation to remove or relocate their facilities to permit the reconstruction of the subway carrying Trans-Canada Highway and Decarie Boulevard under the C.P.R., mileage 47.14 Adirondack Subd., P.Q.
- R-3692 October 23 — Authorizing the Penn Central to operate its passenger trains through the interlocked railway crossings of its railway and The Chesapeake and Ohio Rly. at speeds not exceeding 80 miles per hour and freight trains not exceeding 60 miles per hour.
- R-3693 October 23 — Rescinding authority of Order No. 85759 which approved the location of pipe lines, pumping facilities and horizontal storage tanks, unloading and dispensing points of the C.N.R. near their tracks at Turcot, P.Q., mileage 3.10 Cornwall Subd.
- R-3694 October 23 — Approving revisions to tariffs filed by the British Columbia Telephone Co.
- R-3695 October 23 — Approving changes in the automatic protection at the crossing of the C.N.R. and Hwy. No. 16, near Endako, B.C., mileage 0.99 Telkwa Subd.
- R-3696 October 23 — Approving changes in the automatic protection at the crossing of the C.N.R. and Provincial Road No. 464, near Ingelow, Man., mileage 113.41 Rivers Subd.
- R-3697 October 23 — Approving changes in the automatic protection at the crossing of the C.N.R. and Bruce County Road No. 6, in Ripley, Ont., mileage 49.47 Kincardine Subd.
- R-3698 October 23 — Amending Order No. 123634 which authorized the Twp. of Cumberland to widen Main Street, where it crosses the C.N.R. Village of Vars, Ont., mileage 60.87 Alexandria Subd.
- R-3699 October 23 — Approving changes in the automatic protection at the crossing of the C.N.R. and Hwy. 9, near Waldron, Sask., mileage 264.39 Rivers Subd.
- R-3700 October 23 — Approving changes in the automatic protection at the crossing of the C.N.R. and Hwy. 15, Melville, Sask., mile 0.38 Yorkton Subd.
- R-3701 October 23 — Approving Plan showing the C.N.R.s' signals "as installed" on their Strathroy Subd., in Sarnia, Ont.

- R-3702 October 23 - Authorizing the City of Waterloo, Ont., to widen Erb Street (at the intersection of Caroline Street), where it crosses the C.N.R. at mileage 1.93 Waterloo Subd. (Elmira Branch and the Grand River Railway, C.P.R.) at mileage 15.55 Waterloo Subd.
- R-3703 October 23 - Authorizing the C.P.R. to operate its engines, cars and trains over the siding serving Drummond McColl Co. Ltd. crossing Horton Road, Calgary, Alta., commencing at mile 5.1 MacLeod Subd.
- R-3704 October 23 - Authorizing the C.P.R. to reconstruct the bridge at mileage 3.7 Swift Current Subd., Sask.
- R-3705 October 23 - Approving revisions to tariffs filed by The Bell Telephone Co. of Canada.
- R-3706 October 23 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Second Range Road between the Municipal Corporation of Val Alain and the Mun. of St. Janvier de Joly, P.Q., mileage 36.96 Drummondville Subd.
- R-3707 October 23 - Approving changes in the automatic protection at the crossing of the C.N.R. and Burlock Drive (formerly Boundary Road) between the Towns of Burlington and Oakville, Ont., mileage 26.98 Oakville Subd.
- R-3708 October 23 - Authorizing the C.P.R. to make signal changes between mileages 24.5 and 104.0 Shuswap Subd., Taft to Pritchard, British Columbia, and exempting the Company from subsection (1) of section 53 of General Order E-15 with respect to certain main track switches.
- R-3709 October 23 - Requiring the C.N.R. to install automatic protection in lieu of the existing protection at the crossing of their railway and Winona Road, Twp. of Saltfleet, Ont., mileage 32.17 Grimsby Subd.
- R-3710 October 23 - Approving changes in the automatic protection at the crossing of the C.N.R. and Third Line Road, Oakville, Ont., mileage 24.42 Oakville Subd.
- *R-3711 October 23 - Declaring trains numbers 83 and 84 operating between Swastika, Ont., and Noranda, P.Q., to each comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act and requiring the Railway not to discontinue any of these trains without leave of the Committee. (See page 510, 58 RTC).

- R-3712 October 28 - Approving improvements to the approaches to the crossing of the C.P.R. and a public road between Sections 20 and 29-39-13 W2M, in the RM of Ponass Lake No. 367, Sask., mileage 60.04 Tisdale Subd.
- R-3713 October 28 - Requiring the Twp. of East Gwillimbury, Ont., to widen Greenlane road where it crosses the C.N.R., south of Holland Landing, mileage 36.38 Newmarket Subd., and requiring the Railways to install automatic protection at the said crossing.
- R-3714 October 28 - Amending Order 120964 which authorized the Twp. of North York to construct an overhead bridge carrying York Mills Road over the C.N.R., between Lots 10 and 11, Con. 3, E.Y.S., mileage 11.20 Bala Subd.
- R-3715 October 28 - Amending Order No. 124538 which authorized the R.M. of Fort Gary to reconstruct and widen Waller Avenue where it crosses the C.N.R., mileage 1.07 Letellier Subd., Man.
- R-3716 October 28 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Haldimand County Road No. 18 near Caledonia, Ont., mileage 15.68 Hagersville Sd.
- R-3717 October 28 - Approving changes to the signals on the C.N.R.s' Rivers Subd., in Sask., between miles 243.2 and 280.3.
- R-3718 October 28 - Rescinding authority of Order 80681 concerning the permissible speed at the crossing of Broad Street and the Toronto, Hamilton and Buffalo Rly. Co., Dunnville, Ont., mileage 14.38 Dunnville Subd., and requiring all rail movements over the crossing to be limited to 15 miles per hour when approaching and within 550 feet of the crossing.
- R-3719 October 28 - Dismissing application of the C.N.R. to remove the station agent and station building at St. Eleuthere, P.Q., mileage 59.6 Monk Subd.
- R-3720 October 28 - Authorizing the Twp. of Maidstone to reconstruct Rourke Line Road where it crosses the C.N.R., in Lot 1, Twp. of Maidstone, Ont., mileage 91.43 Chatham Subd., and requiring the Railways to install automatic protection at the said crossing.
- R-3721 October 28 - Approving the location of the proposed flammable liquid bulk storage and transfer facilities of the Royalite Oil Co. Ltd., at Morden, Man., near mileage 79.3 La Riviere Subd. C.P.R.
- R-3722 October 28 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, first public crossing east of the station at St. Alexis, P.Q., mileage 18.10 Mont Joli Subd.

- R 3723 October 28 – Requiring the C.P.R. and the Mun. of Metropolitan Toronto to improve the traffic signals at the intersection of Front Street and Spadina Avenue where it crosses the Railway, in the City of Toronto, Ont., mileage 0.43 King Street Spur, off mileage 0.95 Galt Subd., and requiring the Railway to install automatic protection at the crossing.
- R-3724 October 28 – Authorizing the Quebec Department of Roads to widen and improve the structure carrying Hwy. No. 5 over the C.N.R. in the Town of Bromptonville, County of Richmond, P.Q., mileage 53.64 Sherbrooke Subd.
- R-3725 October 28 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Cartier Street, Casselman, Ont., mileage 47.55 Alexandria Subd.
- R-3726 October 28 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Schnell and Barrie Ltd., at Ervick, Alta., near mileage 75.4 Wetaskiwin Sd. C.P.R.
- R-3727 October 28 – Authorizing the removal of the speed limitation at the crossing of the Great Northern Rly. B.I. Line and Powell Street, City of Vancouver, B.C., Second Subd.
- R-3728 October 28 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Dundas Street, London, Ont., mileage 29.88 Thorndale Subd.
- R-3729 October 28 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Pemberton Street, Town of Ingersoll, Ont., mileage 58.26 Dundas Subd.
- R-3730 October 28 – Amending Order 67648 which imposed a speed restriction at the crossing of the C.N.R. and Aberdeen Street, first crossing west of the station, Bridgewater, N.S., mileage 78.04 Chester Subd.
- R-3731 October 28 – Declaring the crossing of the C.P.R. and Aspen Street, Village of Saint Claude, Man., mileage 57.44 Glenboro Subd. to be a public crossing.
- R-3732 October 28 – Approving revisions to tariffs filed by the Bell Telephone Co. of Canada.
- R-3733 October 28 – Amending Order R-3351 which authorized the Metropolitan Corporation of Greater Winnipeg to widen and reconstruct McPhillips Street where it crosses the C.P.R.'s "L" Yard Lead, mileage 1.25 Carberry Subd., Winnipeg, Man.

- R-3734 October 28 - Authorizing the Trans-Canada Pipe Lines Ltd. to construct and maintain a 36-inch diameter natural gas pipe line across and under the C.N.R. in the NE1/4-21-17-24 W2M, R.M. of Pense No. 160, Sask., mileage 25.64 Central Butte Subd.
- R-3735 October 28 - Amending Order R-3300 which authorized the Twp. of Percy to improve the Twp. Road where it crosses the C.N.R., between Concessions 12 and 13, Lot 20, County of Northumberland, Ont., mileage 38.76 Campbellford Subd.
- R-3736 October 28 - Authorizing the Twp. of Nassagaweya to reconstruct the public road where it crosses the C.P.R. between Twps. of Nassagaweya and Esquesing, Ont., mileage 34.24 Galt Subd., and requiring the Railway to install automatic protection at the said crossing.
- R-3737 October 28 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Fulford Street, Montreal, P.Q. mileage 1.0 Bonaventure Spur, Montreal Subd.
- R-3738 October 28 - Amending Order 124157 which allocated the cost of installing automatic protection at the crossing of the C.P.R. and Rosedale Avenue, Town of Brampton, Ont., mileage 8.0 Orangeville Subd.
- R-3739 October 28 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road in Weyburn, Sask., mileage 84.5 Portal Subd.
- R-3740 October 28 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and 111th Avenue at 121st Street, Edmonton, Alta., mileage 2.33 "B" Line Edmonton West Terminal Subd.
- R-3741 October 31 - Authorizing the C.N.R. & C.P.R. to operate their engines, and trains through the interlocking of their railways at Neepawa, Man., C.N.R. mileage 33.7 Neepawa Subd. and C.P.R. mileage 60.7 Minnedosa Subd. under certain specified conditions.
- R-3742 October 31 - Authorizing the City of Shawinigan, P.Q., to widen 18th Avenue where it crosses the C.N.R., mileage 45.40 Joliette Subd., and requiring the Railways to install automatic protection at the said crossing.
- R-3743 October 31 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Main Street, in Lancaster, Ont., mileage 53.82 Kingston Subd.
- R-3744 October 31 - Amending Order 120134 which authorized the Alberta Department of Highways to construct an overhead bridge to carry Hwy. No. 31 across the C.N.R., in the NW1/4-18-53-5 W5M, Alta., mileage 55.81 Edson Subd.

- R-3745 October 31 – Granting leave to the C.P.R. to open for the carriage of traffic its branch line approximately 11.4 miles in length, commencing in the SE1/4-15-16-31 WPM, mileage 50.74 Neudorf Subd., to a point in the SW1/4-27-17-30 WPM, in the R.M. of Rocanville No. 151, Sask.
- R-3746 October 31 – Authorizing the City of Port Colborne, Ont., to reconstruct Main Street where it intersects Elm Street and crosses the C.N.R. at mileage 1.03 Elm Street Spur, Dunnville Subd., and requiring the City and the Railways to provide automatic protection at the crossing by installing traffic signals and and pre-emption circuits on the railway.
- R-3747 October 31 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and the Municipal Road north of Irricana, in the M.D. of Rocky View No. 44, Alta., mileage 26.61 Langdon Subd.
- R-3748 October 31 – Rescinding authority of Order R-1269 which authorized the M.D. of Rocky View No. 44 to improve the vision at the crossing of the Municipal Road and the C.P.R., mileage 26.61 Langdon Subd. and the C.N.R. at mileage 97.07 Three Hills Subd., north of section 21-27-26 W4M, Alta.
- R-3749 October 31 – Authorizing the Town of Powassan, Ont. to reconstruct the subway carrying Development Road 828 (Mills St.) under the CNR, mile 207.87 Newmarket Sd.
- R-3750 October 31 – Approving tolls published from Lockport, N.S. in Supplement No. 12 to Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-3751 October 31 – Approving revisions to tariffs filed by The Bell Telephone Co. of Canada.
- R-3752 October 31 – Approving tolls published in tariffs filed by the C.N.R. under section 3 of the M.F.R.A.
- R-3753 October 31 – Extending the time within which the C.P.R. is required to install automatic protection at the crossing of its railway and Baseline Road in Twp. of Darlington, Ont., mileage 168.22 Belleville Subd.
- R-3754 October 31 – Authorizing the City of London, Ont. to reconstruct Crumlin Sideroad where it crosses the C.N.R. on its border with the Twp. of North Dorchester, County of Middlesex, at mileage 72.32 Dundas Subd., and requiring the Railways to install automatic protection at the said crossing.

- R-3755 November 1 - Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Imperial Oil Ltd., Brooks, Alta., near mileage 66.89 Brooks Subd. C.P.R.
- R-3756 November 1 - Approving the location of the proposed new 12' x 24' office building and tank car transfer facilities of Shell Canada Ltd., Thompson, Man., near mileage 30.59 Thompson Subd. C.N.R.
- R-3757 November 1 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Schnell and Barrie Ltd., Ohaton, Alta., near mileage 62.2 Wetaskiwin Subd. C.P.R.
- R-3758 November 1 - Approving the proposed temporary anhydrous ammonia transfer facilities of Canada Packers Ltd., Morningside, Alta., near mileage 27.6 Leduc Subd. C.P.R.
- R-3759 November 1 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Green Acres Fertilizer Services at Welling, Alta., near mileage 12.7 Cardston Subd. C.P.R.
- R-3760 November 1 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, Uththoff, Ont., mileage 0.28 Limestone Spur (Midland Subd.).
- R-3761 November 1 - Authorizing the County of Simcoe to widen and realign County Road No. 22 where it crosses the C.N.R., Anten Mills, Ont., mileage 11.20 Penetang Subd.
- R-3762 November 1 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road at Weyburn, Sask., mileage 84.3 Portal Subd.
- R-3763 November 1 - Amending Order 118142 which authorized the Mun. of Metropolitan Toronto to construct a subway to carry Wilson Ave. across the C.N.R., Twp. of North York, York County, Ont., mileage 9.1 Newmarket Subd.
- R-3764 November 1 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Canada Packers Ltd., Menaik, Alta., near mileage 40.5 Leduc Subd. C.P.R.
- R-3765 November 1 - Approving the changes in the automatic protection at the crossing of the C.N.R. and Valley Road, Hinton, Alta., mileage 181.82 Edson Subd.
- R-3766 November 1 - Extending the time within which the C.P.R. is required to install automatic protection at the crossing of its railway and Birch Cliff Road, between Lots 19 and 20, Con. 5, Twp. of Zealand, District of Kenora, Ont., mileage 59.38 Ignace Subd.

- R-3767 November 1 – Authorizing the R.M. of Riverside No. 168 to construct the Municipal Grid Road where it crosses the C.P.R. between the NE1/4-34-17-18 W3M and the SE1/4-3-18-18 W3M, Sask., mileage 7.30 Pennant Subd., and requiring the Railway to close the existing crossing at mileage 7.26.
- R-3768 November 1 – Authorizing the City of Regina, Sask., to widen 5th Avenue where it crosses the track of the C.P.R. serving Simpsons-Sears Ltd.,
- R-3769 November 1 – Authorizing the removal of the speed limitation at the crossing of the Algoma Central Railway and a public road in Sault Ste Marie, Ont., mileage 2.8 Soo Subd.
- R-3770 November 1 – Approving changes in the automatic protection at the crossing of the C.N.R. and the highway, Hinton, Alta., mileage 184.4 Edson Subd.
- R-3771 November 1 – Amending Order 121705 which authorized the Nova Scotia Department of Highways to improve the approaches to the crossing of the highway and the C.N.R. at Milford Station, Hants County, mileage 38.48 Bedford Subd.
- R-3772 November 5 – Authorizing the C.N.R. to construct a siding across Pruneau Avenue, Town of Ville Vanier, P.Q., mileage 0.17 on the Ville Vanier Industrial Spur off the Lairet Subd. mileage 3.09 to serve Alfred Giroux & Fils.
- R-3773 November 6 – Authorizing the C.N.R. to relocate the private siding serving John Labatt Ltd., across Bathurst Street, City of London, Ont., mileage 0.04 John Labatt Siding off mileage 0.50 Industrial Lead off mileage 0.24 Talbot Subd.
- R-3774 November 6 – Authorizing the Quebec Department of Roads to reconstruct and widen Old Highway No. 1 where it crosses the Quebec Central Railway Co. in the Twp. of Thetford, P.Q., mileage 0.47 Thetford Mines Spur off mileage 70.0 Valley Subd., and requiring the Railway to relocate and revise the existing protection to provide for the widening.
- R-3775 November 7 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and the Municipal Road north of Irricana, in the MD. of Rocky View No. 44, Alta., mileage 97.07 Three Hills Subd.
- *R-3776 November 7 – Amending General Order No. T-29 of the Board of Transport Commissioners for Canada re conditions on Passes. (See page 539, 58 RTC).

- R-3777 November 7 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Prairie Gold Seed at Minto, Man., near mileage 30.4 Hartney Subd. C.N.R.
- R-3778 November 7 – Rescinding authority of Order 95917 and authorizing the Penn Central to operate its passenger trains through the interlocking of its railway at mileage 39.1 N.F. Main Line Canada Division and the track of the C.N.R., at speeds not exceeding 80 miles per hour and to operate freight trains at speeds not exceeding 60 miles per hour and authorizing the C.N.R. to operate their trains at speeds not exceeding 50 miles per hour.
- R-3779 November 12 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road near Ellerslie, Alta., mileage 92.59 Leduc Subd.
- R-3780 November 12 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Conroy Road, Ottawa, Ont., mileage 2.13 Walkley Line Subd.
- R-3781 November 12 – Approving the changes in the automatic protection at the crossing of the C.P.R. and Heron Road, Ottawa, Ont., mileage 1.80 Ellwood Subd.
- R-3782 November 12 – Approving changes in the automatic protection at the crossing of the C.P.R. and Brookfield Road, Ottawa, Ont., mileage 1.35 Ellwood Subd.
- R-3783 November 12 – Requiring the C.N.R. to relocate the reflectorized signs at the crossing of their railway and Sound Street, in Owen Sound, Ont., mileage 70.52 Owen Sound Subd., to another crossing at Neff Street, in the City of Port Colborne, mileage 0.96 Elm Street Spur off mileage 19.61 Dunnville Subd.
- R-3784 November 12 – Approving changes in the automatic protection at the crossing of the C.P.R. and Highway No. 627, Heron Bay, Ont., mileage 55.11 Heron Bay Subd.
- R-3785 November 12 – Authorizing the Ontario Department of Highways to construct and maintain Highway No. 3 Tillsonburg Bypass across the C.P.R. in the Town of Tillsonburg, Ont., mileage 17.5 Port Burwell Subd., and requiring the Railway to install automatic protection at the said crossing.
- R-3786 November 12 – Extending the time within which the Upshaw Fertilizer Co. is required to locate its temporary anhydrous ammonia transfer facilities at Chancellor, Alta., near mileage 29.2 Irricana Subd. C.P.R.

- R-3787 November 12 – Extending the time within which the Upshaw Fertilizer Co. is authorized to locate its temporary anhydrous ammonia transfer facilities at Langdon, Alta., near mileage 1.1 Langdon Subd. C.P.R.
- R-3788 November 12 – Requiring that until the automatic protection is installed at the crossing of the Grand Falls Central Rly. Co., and Hwy. 2, in Bishop's Falls, Nfld., mileage 7.3 Grand Falls Subd., no engine, car or train shall enter the said crossing at a speed greater than 10 miles per hour.
- R-3789 November 12 – Authorizing the Village of Crabtree, P.Q., to construct 4th Ave. across the tracks of the CNR, mileage 106.88 Joliette Subd., and requiring the Railways to install automatic protection at the said crossing.
- R-3790 November 12 – Authorizing the C.N.R. to operate their engines, cars and trains on the temporary track diversion in the vicinity of the subway to be constructed by the City of Montreal, P.Q., carrying Meilleur Street under the Railways at mileage 140.60 Joliette Subd.
- R-3791 November 12 – Amending Order 124108 which authorized the C.N.R. to construct a temporary deviation of their railway on a temporary trestle to permit the construction by the City of Montreal P.Q., of a subway carrying Meilleur Street across their tracks, mileage 140.60 Joliette Subd.
- R-3792 November 12 – Approving the less-than-standard overhead clearances on the siding serving the building of Pfizer Co. Ltd., City of Cornwall, Ont., which commences at mileage 3.71 Cornwall Spur, C.N.R.
- R-3793 November 12 – Extending the time within which the C.P.R. is required to install automatic protection at the crossing of its railway and Halton County Road No. 8, between Cons. 5 and 6, Twp. of Nassagaweya, Ont., mileage 36.06 Galt Subd.
- R-3794 November 12 – Extending the time within which the Upshaw Fertilizer Co. is authorized to locate its temporary anhydrous ammonia transfer facilities at Makepeace, Alta., near mileage 13.4 Irricana Subd. C.P.R.
- R-3795 November 12 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Muskoka Twp. Road, Twp. of Muskoka, Ont., mileage 120.39 Newmarket Subd.
- R-3796 November 12 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Extension Road (Starks crossing), in Starks, B.C., mileage 69.3 Victoria Subd.

- R-3797 November 12 – Rescinding authority of Orders 81436 and 118932 and approving the location of the rebuilt flammable liquid bulk storage and transfer facilities of Imperial Oil Ltd. at Lunder, Man., near mileage 73.96 Oak Point Subd. CNR.
- R-3798 November 12 – Extending the time within which the Napierville Junction Rly. is required to install automatic protection at the crossing of its railway and St. Michel Road (Ruisseau Faille Range Road) in the Mun. of St. Mathieu, P.Q., mileage 22.85 Delson and Rouses Point Subd., and requiring that no engine, car or train shall enter the crossing at a speed exceeding 25 miles per hour until automatic protection has been placed in operation.
- R-3799 November 12 – Requiring the C.P.R. to relocate the reflectorized crossing signs from the crossing of its railway and Hammond Road, in the District of Maple Ridge, B.C., at mileage 106.11 Cascade Subd., to another crossing of a public road in B.C., mileage 106.11 Cascade Subd.
- R-3800 November 12 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Canada Packers Ltd., at Red Deer, Alta., near mileage 3.3 Leduc Subd. C.P.R.
- R-3801 November 12 – Extending the time within which the Upshaw Fertilizer Co. is authorized to locate its temporary anhydrous ammonia transfer facilities at Indus, Alta., near mileage 158.8 Brooks Subd. C.P.R.
- R-3802 November 12 – Extending the time within which the Upshaw Fertilizer Co. is authorized to locate its temporary anhydrous ammonia transfer facilities at Cheadle, Alta., near mileage 27.9 Strathmore Subd. C.P.R.
- R-3803 November 12 – Extending the time within which the Upshaw Fertilizer Co. is authorized to locate its temporary anhydrous ammonia transfer facilities at Namaka, Alta., near mileage 12.9 Strathmore Subd. C.P.R.
- R-3804 November 12 – Extending the time within which the Upshaw Fertilizer Co. is authorized to locate its temporary anhydrous ammonia transfer facilities at Tudor, Alta., near mileage 45.5 Irricana Subd. C.P.R.
- R-3805 November 13 – Approving changes in the automatic protection at the crossing of the C.N.R. and Township Road No. 32, Twp. of Woolwich, Ont., south of St. Jacobs Station, mileage 7.28 Waterloo Subd.

- R-3806 November 13 – Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 87.22 and 87.31, north side, on its Windsor Subd., in Ont.
- R-3807 November 13 – Approving changes in the automatic protection at the crossing of the C.N.R. and Hwy. No. 7, in Guelph, Ont., mileage 32.22 Fergus Subd.
- R-3808 November 13 – Authorizing the Quebec Department of Roads to widen Dosquet-Ste. Croix Road where it crosses the C.N.R. in the Mun. of Laurier Station, Country of Lotbiniere, P.Q. mileage 29.43 Drummondville Subd., and requiring the Railways to relocate the automatic protection to provide for the widening of the crossing.
- R-3809 November 13 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Union Street, City of Waterloo, Ont., mileage 1.23 Waterloo Subd., Elmira Branch.
- R-3810 November 13 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and McCully Station Road, McCully Station, N.B., mileage 38.05 Sussex Subd.
- R-3811 November 13 – Approving changes in the automatic protection at the crossing of the C.N.R. and Town Line Road, between Twps. of Toronto and Chinguacousy, Ont., mileage 11.80 Halton Subd.
- R-3812 November 13 – Approving tariffs filed by the Canadian National Telecommunications.
- R-3813 November 13 – Requiring the C.N.R. to install automatic protection at the crossing of their spur track and Hwy. No. 16 at Terrace, British Columbia, off mileage 1.86 Skeena Subd.
- R-3814 November 13 – Authorizing the City of Brantford, Ont., to widen Mount Pleasant Street where it crosses the Toronto, Hamilton and Buffalo Rly. Co. at mileage 63.29 Waterford Subd., and requiring the Railway to revise the automatic protection to provide for the widened crossing.
- R-3815 November 13 – Authorizing the Alta. Department of Highways to reconstruct Municipal Road where it crosses the C.P.R. between Sections 7 and 8-10-15-W4M, in the MD of Taber, Alta., mileage 70.39 Taber Subd.
- R-3816 November 13 – Amending Order R-3374 which authorized the Trans Canada Pipe Lines Ltd. to construct and maintain an additional 36-inch diameter gas pipe line across and under the C.N.R. in the SW1/4-23-17-24-W2M, in Sask., mileage 25.15 Central Butte Subd.

- R-3817 November 13 Authorizing the Penn Central to operate its passenger trains through the interlocking of its railway at mileage 169.6 N.F. Canada Division and the track of the Chesapeake and Ohio Rly. Co. at a speed not exceeding 80 miles per hour, and to operate its freight trains at a speed not exceeding sixty miles per hour.
- R-3818 November 13 - Approving revisions to tariffs filed by The Bell Telephone Co. of Canada.
- R-3819 November 13 - Requiring the C.N.R. to install automatic protection at the crossing of their spur track and Hwy. No. 16 near Terrace, B.C., off mileage 2.80 Skeena Subd.
- R-3820 November 13 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road west of Stoney Point, Ont., mileage 86.8 Chatham Subd.
- R-3821 November 13 - Requiring the C.N.R. to relocate reflectorized signs at the crossing of their Railway and Middlesex County Road No. 24, south of Centralia, Ont., mileage 17.51 Exeter Subd., to another crossing at Omer Street, mileage 1.16 Elm Street Spur off mileage 19.61 Dunnville Subd., in Port Colborne.
- R-3822 November 13 - Requiring the C.N.R. to install automatic protection in lieu of the existing protection at the crossing of their railway and Essex County Road No. 35 at Stoney Point, Essex County, Ont., mileage 81.88 Chatham Subd.
- R-3823 November 13 - Amending Order 123261 which authorized the installation of automatic protection at the crossing of the C.N.R. and County Road No. 2, Twp. of Matilda, Ont., mileage 98.9 Kingston Subd.
- R-3824 November 13 - Authorizing the Pacific Northern Gas Ltd., to construct a 6-inch diameter gas pipe line across and under the C.N.R. at mileage 131.2 Bulkley Subd., in British Columbia, attaching the line to the bridge carrying Hwy. No. 16 across the Railways at the same location.
- R-3825 November 14 - Authorizing the City of Fernie, British Columbia, to construct 13th Street (Wright Street) across the CPR at mileage 35.63 Cranbrook Subd.
- R-3826 November 14 - Extending the period within which the Shur Crop Soil Service Ltd. is authorized to locate its temporary anhydrous ammonia transfer facilities at Fort MacLeod, Alta., near mileage 31.7 Crowsnest Subd. C.P.R.

- R-3827 November 14 – Authorizing the County of Vulcan No. 2, Alta., to improve the vision of the crossings of the C.P.R. and County Road at mileages 27.95 and 28.05 Alderside Subd.
- R-3828 November 14 – Extending the time within which the C.P.R. is required to install automatic protection at the crossing of its railway and Development Road No. 627, Twp. of Nassagaweya, Ont., mileage 39.88 Galt Subd.
- R-3829 November 14 – Extending the time within which the C.N.R. are required to install automatic protection at the crossing of their railway and Windsor Suburban Road No. 21, Twp. of Maidstone, Ont., mileage 97.28 Chatham Subd.
- R-3830 November 15 – Authorizing the City of Peterborough, Ont. to widen King St., where it crosses the CNR, mileage 63.40 Campbellford Subd., and requiring the Railways to relocate the automatic protection to provide for the widened crossing.
- R-3831 November 15 – Rescinding authority of Orders 77463, 115120, and 117716 and approving the location of the flammable liquid bulk storage and transfer facilities of Imperial Oil Ltd., at Altona, Man., near mileage 6.9 Gretna Subd. C.P.R.
- R-3832 November 15 – Authorizing the Twp. of East Gwillimbury, Ont., to reconstruct Township Road where it crosses the C.N.R., in Lots 3 and 4, between Concs. 6 and 7, mileage 38.39 Bala Subd., and requiring the Railways to install automatic protection at the reconstructed crossing.
- R-3833 November 15 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Provincial Trunk Hwy. No. 3 at Jordan, Man., mileage 28.70 Miami Subd. and to relocate reflectorized signs from the existing crossing to another crossing of their railway at mileage 69.33 Neepawa Subd.
- R-3834 November 15 – Rescinding authority of Order R-603 and authorizing the Ontario Dept. of Hwys. to construct a subway to carry Hwys. 7 and 15 across and under the joint track of the C.N.R. and the C.P.R. in Lot 14, Con. 2, Ottawa Front, Twp. of Nepean, Ont., mileage 15.33 Ottawa Subd., eliminating an existing crossing at grade.
- R-3835 November 15 – Authorizing the C.P.R. to operate its engines, cars and trains on the additional trackage crossing Overend Street at mileage 0.31 of the Cherry Street Lead and on the relocated track which crosses Cherry Street at mileage 0.51 off mileage 210.11 Belleville Subd., City of Toronto, Ont.

- R-3836 November 15 – Amending Order R-693 which authorized the Town of Georgetown, Ont. to reconstruct and improve the overhead bridge carrying Main Street across and over the C.N.R. at mile 24.07 Halton subd.
- R-3837 November 15 – Exempting the C.N.R. from erecting and maintaining right of way fences, at certain mileages on the Strathroy Subd. St. Clair Tunnel and Point Edward Spur, City of Sarnia, Ont.
- R-3838 November 15 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, in Nfld., mileage 5.43 Lewisporte Subd.
- R-3839 November 15 – Extending the time within which the Upshaw Fertilizer Co. is authorized to locate its temporary anhydrous ammonia transfer facilities at Keoma, Alta., mileage 18.5 Langdon Subd. C.P.R.
- R-3840 November 15 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and 75th Street, in Edmonton, Alta., mileage 171.01 Willingdon Subd., and requiring the Railway to relocate the existing reflectorized signs to another crossing of a public road at mileage 0.36 on the lead from Willingdon Subd., at mileage 169.27.
- R-3841 November 15 – Authorizing the Quebec Department of Roads to reconstruct Bridge Road where it crosses the C.N.R. at mileage 33.82 Valleyfield Subd., in the Municipality of the Parish of St-Louis-de Gonzague, County of Beauharnois, P.Q. and requiring the railways to relocate the automatic protection to provide for the reconstructed crossing.
- R-3842 November 15 – Approving changes in the automatic protection at the crossing of the C.N.R. and Town Line West, East of Oakville, Ont., at mileage 17.93 Oakville Subd.
- R-3843 November 15 – Authorizing the City of Hamilton, Ont., to widen Victoria Avenue where it crosses the Toronto, Hamilton and Buffalo Railway, at mileage 3.41 Long Belt Subd.
- R-3844 November 15 – Amending Order 124815 which authorized improvements to the protection at the crossing of the C.N.R. and Abbey Road, in the Township of Seneca, Ont., mileage 55.18 Dunnville Subd.
- R-3845 November 15 – Amending Order R-3006 which authorized the Consumer's Gas Company to operate its twelve-inch pipeline across the tracks of the C.P.R., at Victoria Park Avenue, in Toronto, Ont., at mileage 99.82 Oshawa Subd.

- R-3846 November 15 – Authorizing removal of speed limitation at the crossing of the C.P.R. and Huron County Road No. 12, in Ont., at mileage 58.20 Teeswater Subd.
- R-3847 November 15 – Authorizing removal of speed limitation at the crossing of the C.P.R. and a public road at Duchess, Alta., at mileage 92.54 Bassano Subd.
- R-3848 November 15 – Authorizing removal of speed limitation at the crossing of the C.N.R. and a public road south of Chesley, Ont., at mileage 34.4 Owen Sound Subd.
- R-3849 November 15 – Rescinding authority of Order 88991 which approved the location of pumping facilities of Imperial Oil Limited, near the tracks of the C.P.R. at Orangeville, Ont.
- R-3850 November 15 – Authorizing the Township of Rama, Ont. to reconstruct the crossing of the C.N.R. and Longford Mills Road, at mileage 93.76 Newmarket Subd. and upon completion requiring the railways to install automatic protection at the crossing.
- R-3851 November 15 – Extending the time within which the Simplot Chemical Company Limited is authorized to locate its proposed temporary anhydrous ammonia transfer facilities at Mirror, Alta., near mileage 0.01 Three Hills Subd. C.N.R.
- R-3852 November 15 – Authorizing the C.N.R. to operate their engines, cars and trains over the permanent deviation of their main line track under the overhead bridge carrying the Trans-Canada Highway over their railway near Cornerbrook, Nfld., at mileage 401.76 Bishop's Falls Subd.
- R-3853 November 15 – Approving changes in the automatic protection at the crossing of the C.N.R. and Stavebank Road, in Port Credit, Ont., at mileage 13.11 Oakville Subd.
- R-3854 November 15 – Declaring the crossing of the C.P.R. and 4th Street, in the Village of Teulon, Man., at mileage 37.59 Arborg Subd., a public crossing.
- R-3855 November 15 – Approving changes in the automatic protection at the crossing of the C.N.R. and Township Road, west of Ernestown, Ont., at mileage 191.51 Kingston Subd.
- R-3856 November 15 – Approving changes in the automatic protection at the crossing of the C.N.R. and 4th Line East, West of Halwest, Ont., at mileage 11.39 Halton Subd.
- R-3857 November 15 – Approving changes in the automatic protection at the crossing of the C.N.R. and Highway 25A, in St. Charles, P.Q., at mileage 100.11 Montmagny Subd.

- R-3858 November 15 – Extending the time within which Upshaw Fertilizer Company is authorized to locate its temporary anhydrous ammonia transfer facilities at Standard, Alta., near mileage 35.8 Irricana Subd. C.P.R.
- R-3859 November 15 – Authorizing removal of speed limitation at the crossing of the C.N.R. and a public road, between Concessions 6 and 7, Caradoc Township, Ont., at mileage 15.45 Strathroy Subd.
- R-3860 November 15 – Approving the location of proposed new 20' x 24' office building of Shell Canada Limited flammable liquid bulk marketing plant, at Melita, Man., near mileage 58.85 Estevan Subd., C.P.R.
- R-3861 November 15 – Approving the location of existing storage tanks, new pumping equipment and new tank truck transfer facilities of Shell Canada Limited at Birch River, Man., near mileage 21.6 Erwood Subd., C.N.R.
- R-3862 November 15 – Rescinding authority of Order 97699 which approved the flammable liquid bulk storage facilities of the Swan Valley Consumers' Co-operative Limited at Swan River, Man., at mileage 0.18 Erwood Subd., C.N.R.
- R-3863 November 15 – Authorizing both the C.P.R. and C.N.R. to operate their engines, cars and trains jointly on the Ellwood Subd. (formerly the Canadian Pacific Railway Company Prescott Subd.) City of Ottawa, Ont.
- R-3864 November 15 – Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 7, in Sarnia, Ont., at mileage 68.81 Forest Subd.
- R-3865 November 18 – Authorizing the Ontario Department of Highways to construct a road diversion of Secondary Highway No. 614 in the unsurveyed territory, of the District of Thunder Bay, Ont., eliminating existing crossings of the Secondary Highway No. 614 and C.P.R. at mileages 14.78 and 15.08 Manitouwadge Subd., and upon completion requiring the railway to close both crossings.
- R-3866 November 18 – Amending Order 123026 which authorized the Township of Chinguacousy, Ont., to improve the crossing of the highway and the C.P.R. at mileage 18.40 Orangeville Subd.
- R-3867 November 18 – Approving changes in the automatic protection at the crossing of the C.P.R. and Main Street, in Almonte, Ont.,
- R-3868 November 18 – Authorizing the R. M. of Biggar No. 347, Sask., to reconstruct the Municipal Road where it crosses the C.P.R., in Section 32-35-13-W3M, at mileage 52.35 Wilkie Subd.

- R-3869 November 18 – Approving changes in the automatic protection at the crossing of the C.N.R. and Ontario Street, in Collingwood, Ont. mileage 31.2 Meaford Subd.
- R-3870 November 18 – Requiring the C.N.R. to install automatic protection at the crossing of their Spur track off mileage 3.45 Skeena Subd. and Highway No. 16, near Kallum, British Columbia.
- R-3871 November 18 – Authorizing the C.N.R. to reconstruct their bridge over Commissioners Bay, in Ont., at mileage 78.5 Fort Frances Subd.
- R-3872 November 18 – Requiring the C.P.R. to install automatic protection at the crossing of their railway and Provincial Highway No. 394, near Saskatoon, Sask., at mileage 104.58 Sutherland Subd.
- R-3873 November 18 – Authorizing the C.P.R. to make changes to the signals at Chatham, Ont., between mileages 63.2 and 68.0 Windsor Subd.
- R-3874 November 18 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on the east side of the Tyvan Subd., in the R. M. of Francis No. 127, Sask.
- R-3875 November 18 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying Highway No. 2 across and over the siding serving Canada Cement Company, in the County of Colchester, N.S., at mileage 0.49 off mileage 56.04 Bedford Subd.
- R-3876 November 18 – Requiring that no engine, car or train shall pass over the bridge at mileage 7.3 Kirkland Lake Subd. of the Nipissing Central Railway, in Ont., at a speed greater than 25 miles per hour.
- R-3877 November 18 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 207, in Dufresne, Man., at mileage 131.38 Sprague Subd., and requiring the Railways to relocate the existing reflectorized signs to another crossing of Provincial Trunk Highway No. 67, at mileage 3.81 Inwood Subd.
- R-3878 November 18 – Authorizing the C.P.R. to close within the limits of its right of way, public crossing at mileage 4.59 Crownsnest Subd., County of Lethbridge No. 26, Alta.
- R-3879 November 18 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Broadview Subd., in the R. M. of Whitehead, and the R. M. of Sifton, Man., and in the R. M. of Martin, Sask.

- R-3880 November 18 – Authorizing payment from the Railway Grade Crossing Fund to the Algoma Central Railway towards the cost of placing reflective markings on the sides of its railway cars during the period from January 1 to June 30, 1968.
- R-3881 November 18 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Enniskillen Road, in Enniskillen, N.B., at mileage 34.13 McAdam Subd.
- R-3882 November 18 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Highway No. 3, in Pleasant Lake, N.S., at mileage 129.70 Yarmouth Subd.
- R-3883 November 18 – Requiring the C.P.R. to provide a farm crossing across its railway in the Township of Salter, Ont., at mileage 15.38 Thessalon Subd.
- R-3884 November 18 – Approving changes in the automatic protection at the crossing of the C.N.R. and Cawthra Road in Long Branch, Ont., at mileage 11.47 Oakville Subd.
- R-3885 November 18 – Authorizing the C.N.R. to operate their engines, cars and trains on the bridge which carries an additional track across and over the Black River, in P.Q., at mileage 101.63 Drummondville Subd.
- R-3886 November 18 – Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 53.68 and 54.03 east side, of its Prince Albert Subd., Sask.
- R-3887 November 18 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Glover Road, in the Township of Saltfleet, Ont., at mileage 33.74 Grimsby Subd.
- R-3888 November 18 – Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 20.62 and 21.28 west side, of its Reford Subd., in the R. M. of Tramping Lake, Sask.
- R-3889 November 18 – Requiring The Toronto, Hamilton and Buffalo Railway to improve the automatic protection at the crossing of its railway and Barton Street, in the City of Hamilton, Ont., at mileage 1.20 Hamilton Belt Line,
- R-3890 November 18 – Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages on their Bruce Lake Branch Line, in Ont.
- R-3891 November 18 – Authorizing the C.P.R. to operate its engines, cars and trains over the siding which crosses Railway Street to serve I. Cohen & Company, in Kingston, Ont., at mileage 0.07 off mileage 101.98 Kingston Subd.

- R-3892 November 18 – Authorizing the Quebec Department of Roads to reconstruct Central Road where it crosses the C.N.R., in the Municipality of Township of Woodbridge, County of Kamouraska, P.Q., at mileage 83.47 Monk Subd.
- R-3893 November 20 – Amending Order R-3380 which approved the location of the proposed temporary anhydrous ammonia transfer facilities of Falls Farm Equipment (Westlock), at Alcomdale, Alta., at mileage 43.7 Edmonton Subd., Northern Alberta Railway Company.
- R-3894 November 20 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Cominco Limited at Rumsey, Alta., near mileage 86.8 Stettler Subd., C.N.R.
- R-3895 November 20 – Authorizing the C.P.R. to operate its engines, cars and trains on the subway which carries its track over 67th Street, in the City of Red Deer, Alta., at mileage 3.34 Leduc Subd.
- R-3896 November 20 – Authorizing the R. M. of Excelsior, Sask., to construct the Municipal Road across the C.P.R., east of the S.E.1/4-10-17-10-W3M at mileage 85.03 Swift Current Subd., and requiring the Railway to close the existing crossing at mileage 84.99 Swift Current Subd.
- R-3897 November 20 – Requiring the C.P.R. to bring all trains to a stop before proceeding over the crossing of its railway on Highway No. 20, in the Parish of St. Simon de Ramsay, P.Q. at mileage 33.04 St. Guillaume Subd., and requiring all rail movements to be flagged over the crossing by a member of the train crew.
- R-3898 November 20 – Authorizing the C.N.R. to operate their engines, cars and trains over the private relocated siding serving John Labatt Limited, which crosses Bathurst Street in the City of London, Ont., at mileage 0.04 off mileage 0.50 of the Industrial Lead, off mileage 0.24 Talbot Subd.
- R-3899 November 20 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and Highway No. 20, in St. Simon, P.Q., at mileage 33.04 St. Guillaume Subd.

Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

IN THE MATTER OF the application of the Canadian Pacific Railway Company and of the Quebec Central Railway Company, for authority in respect of their Customer Service Plan in the Sherbrooke area, in the Province of Quebec, to remove seventeen agents and five caretakers from stations on the Farnham Division of the Canadian Pacific Railway Company, and to remove twenty-six agents and nine caretakers from stations on the Quebec Central Railway, at the points listed hereunder.

File No. 4205.3191

December 30, 1968

BEFORE:

P. Taschereau, Q.C.
J.E. Dumontier
H.H. Griffin

*Vice-President, acting as Chairman.
Commissioner.
Commissioner.*

APPEARANCES:

R.J. Madge
and
R.M.H. Bennett
Romuald Rodrigue, M.P.

*Counsel for Canadian Pacific
Railway Company and Quebec
Central Railway Company.
Member of Parliament for Beauce.*

Heard at Sherbrooke, Province of Quebec, December 16, 1968.

JUDGMENT

Canadian Pacific Railway Company and Quebec Central Railway Company applied to the Commission in September 1968 for authority to close certain agencies on the Farnham Division of Canadian Pacific and on the Quebec Central Railway and to remove caretakers at certain points.

Wide publicity to this application was given,

- (a) by the circulation of the application to municipalities, members of Parliament, and members of the Provincial Legislature;

- (b) by the posting of notices in all stations;
- (c) by an extensive program carried out by the railway companies to inform the public within the areas to be affected.

Objections to the applications were received by the Railway Transport Committee from the Ville de Sainte-Marie, Corporation Paroisse St-Maxime, Municipality of Stanstead East, Corporation Municipale de la Paroisse de St-Augustin-de-Woburn, Corporation Municipale de St-Victor-de-Tring, and Mr. Henri Latulippe, Member of Parliament for Compton County.

The Committee's District Inspectors made a complete survey of the areas during the months of October and November and the Committee has the advantage of their reports.

At the hearing no one appeared in opposition to the applications. However, Mr. Romuald Rodrigue, Member of Parliament for Beauce, appeared to question witnesses and make representations for the safeguarding of the interests of his constituents.

We are satisfied that:

The establishment of a Customer Service Centre at Sherbrooke and the setting up of the other administrative procedures proposed by the companies will provide adequately for,

- (a) waybilling;
- (b) the handling of train orders and other operating procedures;
- (c) the provision of telegraph service through the use of a Zenith (free calling) Telephone System;
- (d) the provision for passenger, hotel and other reservations through the same Zenith Telephone System;
- (e) the provision of express service handled through the Zenith Telephone System with on-hand agents or Commission agents at points where agents will no longer be provided.

As for local passenger train travel, tickets will be purchased from the conductor as previously.

The companies propose to institute a system of mobile supervisors who will travel the area in order to keep in touch with customers and prospective customers, to assist in their requirements and to handle complaints.

Certain of the agents displaced will be absorbed in the system of mobile supervision and in the Centre itself. There will, however, be a displacement of some five to six junior employees.

There have, however, been filed with the Committee three collective agreements, one with the Transportation-Communication Employees Union and the two others with the Brotherhood of Railway, Airlines and Steamship Clerks. The employees

affected are covered by the benefit provisions incorporated into these agreements. Neither these employees nor their representatives appeared at the hearing. We see no reason to impose any variation or additional condition.

Although the companies have filed an exhibit showing not only traffic but revenue figures, the application is not based upon the savings that might be expected to be made. The application is brought to the Committee on the ground that the proposed Customer Service Centre will result in a more efficient operation and a better service to the public.

We have noted that support has been given by certain municipalities to the application in letters received by the Committee. We also note the fact that no one chose to appear in opposition at the hearing. We are satisfied that the scheme is generally in the interests of the shippers and of the public.

Before, however, concluding this Judgment, it is necessary to consider the suggestion made by Mr. Rodrigue, M.P. He proposed that a mobile representative be stationed at both St-Georges and at Sainte-Marie, and that the company maintain a business office at each of these places. He also supported (presumably in the alternative) the resolution of the Town Council of St-Georges Ouest that there should be a resident agent at St-Georges with a permanent business office. The merits of this suggestion may become evident later but at this time the Committee is not prepared to require a change in the companies' general plan.

The application of Canadian Pacific Railway Company to remove its agents at Foster, Cookshire, Waterloo, Sawyerville, St-Guillaume, Sutton, Magog, Scotstown, Actonvale, St-Pie, Bedford, Highwater, Lennoxville, Knowlton, Drummondville, St-Hugues, and Cowansville, and the application of that railway company to remove caretakers located at Adamsville, Roxton Falls, West Shefford, St-Simon and Nantes are approved.

The application of Quebec central Railway Company to remove agents at East Angus, St-Gérard, Leeds, Ste-Marie, Ste-Justine, St-Georges, Courcelles, Rock Island, St-Anselme, Bishopton, Disraeli, East Broughton, Scotts Junction, Ste-Germaine, Beauceville, St-Evariste, Ayers Cliff, Levis, Weedon, Black Lake, Tring Junction, Lac Frontière, Morisset, St-Joseph, Beebe Junction, and Ste-Hénédine, and the application of that company to remove caretakers at Coleraine, St-Samuel, St-Victor, Robertson, St-Sebastien, North Hatley, St-Camille, St-Ephrem, and St-Henry Village are approved.

The above approvals are conditional upon the establishment of the proposed Customer Service Centre at Sherbrooke, and the implementation of the companies' plan as submitted at the hearing.

In accordance with the assurance given by the railway companies following the removal of agents and caretakers from the above stations and until such time as authority, if any, is given to removal of the station building, the company shall so long as such station is served by passenger trains keep the building clean, heated and lighted.

An order giving the above authority will go.

BY THE RAILWAY TRANSPORT COMMITTEE:

Ottawa, December 27, 1968.

(SGD) PIERRE TASCHEREAU

(SGD) J.E. DUMONTIER

(SGD) H.H. GRIFFIN

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-4294

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the Canadian Pacific Railway Company and of the Quebec Central Railway Company, for authority in respect of their Customer Service Plan in the Sherbrooke area, in the Province of Quebec, to remove seventeen agents and five caretakers from stations on the Farnham Division of the Canadian Pacific Railway Company, and to remove twenty-six agents and nine caretakers from stations on the Quebec Central Railway:

File No. 4205.3191

UPON hearing the application at a sittings of the Committee at Sherbrooke, Quebec, on December 16, 1968, in the presence of Counsel for the Applicant Companies and Mr. Romuald Rodrigue, M.P., and upon reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. Upon the establishment by the Canadian Pacific Railway Company and the Quebec Central Railway Company of their Customer Service Centre at Sherbrooke, in the Province of Quebec, and the implementation of their plan as submitted at the said hearing, the Canadian Pacific Railway Company is authorized to remove its station agents at:

Foster, Cookshire, Waterloo, Sawyerville, St-Guillaume, Sutton, Magog, Scotstown, Actonvale, St-Pie, Bedford, Highwater, Lennoxville, Knowlton, Drummondville, St-Hugues and Cowansville,

and to remove its caretakers at:

Adamsville, Roxton Falls, West Shefford, St-Simon and Nantes,

and the Quebec Central Railway Company is authorized to remove its station agents at:

East Angus, St-Gerard, Leeds, Ste-Marie, Ste-Justine, St-Georges, Courcelles, Rock Island, St-Anselme, Bishopton, Disraeli, East Broughton, Scotts Junction, Ste-

Germaine, Beauceville, St-Evariste, Ayers Cliff, Levis, Weedon, Black Lake, Tring Junction, Lac Frontiere, Morisset, St-Joseph, Beebe Junction and Ste-Henedine, and to remove its caretakers at:

Coleraine, St-Samuel, St-Victor, Robertson, St-Sebastien, North Hatley, St-Camille, St-Ephrem and St-Henry Village, all in the Province of Quebec.

2. Each of the stations located at the points mentioned in section 1 shall, so long as it is served by passenger trains, be kept clean, heated and lighted.

Dated at Ottawa, this 30th day of December, 1968.

(SGD) C.W. RUMP,
Secretary,
Railway Transport Committee.

COMMISSION CANADIENNE DES TRANSPORTS

Relativement à la demande faite par la Compagnie de chemin de fer du Pacifique Canadien et de la Compagnie de chemin de fer Québec Central pour obtenir l'autorisation, concernant leur plan de service à la clientèle dans la région de Sherbrooke, dans la province de Québec, pour retirer dix-sept agents et cinq préposés de gare de la division de Farnham de la Compagnie de chemin de fer du Pacifique Canadien et de retirer vingt-six agents et neuf préposés de gare du chemin de fer Québec Central, aux endroits sous-mentionnés.

*Dossier No. 4205.3191
le 30 décembre 1968*

P. TASCHEREAU, C.R.,

*Vice-président, agissant à titre de
président d'audience*

J.-E. DUMONTIER,

Commissaire

H.H. GRIFFIN,

Commissaire.

COMPARUTIONS:

R.J. MADGE

*Procureurs de la Compagnie de
chemin de fer du Pacifique*

et

R.M.H. BENNETT

*Canadien et de la Compagnie
de chemin de fer Québec Central.*

ROMUALD RODRIGUE,

Député du Comté de Beauce.

Audition tenue à Sherbrooke, province de Québec, le 16 décembre 1968.

JUGEMENT

La Compagnie de chemin de fer du Pacifique Canadien et la Compagnie de chemin de fer Québec Central ont demandé à la Commission au mois de septembre 1968 l'autorisation de retirer les agents et les préposés de gare à quelques endroits de la division de Farnham et du Québec Central.

Le public a été bien informé de cette requête—

- (a) par la remise de copies de la requête aux municipalités, aux députés fédéraux, et aux députés provinciaux;
- (b) par l'affichage d'avis dans toutes les gares;
- (c) par une campagne menée par les compagnies de chemin de fer pour renseigner le grand public dans les régions affectées.

Des objections ont été reçues par le Comité des transports par chemin de fer de la part de la ville de Sainte-Marie, de la Corporation de la Paroisse de St-Maxime, de la municipalité de Stanstead Est, de la Corporation municipale de la Paroisse de St-Augustin-de-Woburn, de la Corporation municipale de St-Victor-de-Tring, et de M. Henri Latulippe, député du Comté de Compton. Les inspecteurs de la Commission ont fait une étude complète des régions affectées pendant les mois d'octobre et de novembre et le Comité a eu l'avantage de prendre connaissance de leurs rapports.

A l'enquête, personne n'a comparu pour s'opposer à la requête. Cependant, M. Romuald Rodrigue, Député de Beauce, comparaissait pour questionner les témoins et pour faire des représentations dans le but de sauvegarder les intérêts de ses commettants.

Nous sommes persuadés que:—

L'établissement d'un centre de service à la clientèle à Sherbrooke et la mise en œuvre des autres procédures administratives proposées par les compagnies permettront de pourvoir d'une façon efficace

- (a) à la préparation des bordereaux d'expédition;
- (b) à l'ordre de marche des trains et aux autres opérations ferroviaires;
- (c) à l'exploitation du service de télégraphe par l'intermédiaire d'un réseau Zénith (sans frais);
- (d) à l'établissement d'un système pour permettre au public de retenir des places dans les trains, hôtels, etc., au moyen du réseau Zénith;
- (e) à l'exploitation du service des messageries au moyen du réseau Zénith avec des agents ou commissionnaires aux endroits où il n'y aura plus d'agents de gare.

Quant au service local des voyageurs, il sera possible d'acheter les billets des chefs de train, comme auparavant.

Les compagnies proposent d'établir un système de contrôleurs itinérants qui rendront visite régulièrement à la clientèle actuelle, chercheront à entrer en relation avec la clientèle en perspective et l'aideront à traiter ses affaires et régler ses plaintes.

Quelques agents déplacés seront intégrés dans le système de contrôle itinérant et dans le centre lui-même. Il y aura, cependant, cinq ou six employés subalternes qui seront limogés.

Les compagnies ont versé au dossier trois conventions collectives; l'une avec l'Union des employés des Communications-transport et les deux autres avec la Fraternité des commis des chemins de fer, de lignes aériennes et de navigation. Les dispositions de ces conventions s'appliquent au bénéfice des employés affectés. Ni ces employés ni leurs représentants ont comparu à l'enquête. Nous ne croyons pas qu'il y ait lieu d'imposer des modifications ou conditions additionnelles.

Bien que les compagnies aient déposé à l'enquête une pièce qui est un relevé non seulement du trafic ferroviaire mais aussi des recettes gagnées à chacune des gares, la requête n'est pas fondée sur les économies que les compagnies pourraient effectuer; les compagnies appuient leur demande sur la proposition que le centre de service assurera au public un fonctionnement meilleur et plus efficace du service.

Nous avons remarqué par les lettres que nous avons reçues que certaines municipalités ont donné leur appui à la requête. Nous avons noté, également, le fait que personne n'est venu se présenter à l'enquête pour s'y opposer. A notre avis, le programme est, dans son ensemble, dans l'intérêt des expéditeurs et du public.

Cependant, avant de terminer ce jugement, nous croyons devoir donner notre appréciation de la proposition soumise par M. Rodrigue. Il a proposé qu'un agent itinérant soit en fonction à St-Georges ainsi qu'à Sainte-Marie, et que la compagnie établisse un bureau d'affaires à ces endroits. Il a aussi appuyé (dans l'alternative) la résolution de la Ville de St-Georges Ouest à l'effet qu'il y ait un agent résidant à St-Georges et un bureau permanent. Peut-être le mérite de cette suggestion deviendra-t-il évident plus tard, mais pour le moment le Comité ne croit pas devoir imposer de changements au projet général des compagnies.

La requête de la Compagnie de chemin de fer du Pacifique Canadien pour obtenir l'autorisation de retirer ses agents à Foster, Cookshire, Waterloo, Sawyerville, St-Guillaume, Sutton, Magog, Scotstown, Actonvale, St-Pie, Bedford, Highwater, Lennoxville, Knowlton, Drummondville, St-Hugues et Cowansville, et de retirer les préposés à Adamsville, Roston Falls, West Shefford, St-Simon et Nantes, est approuvée.

La requête de la Compagnie de chemin de fer Québec Central pour l'autorisation de retirer ses agents à East Angus, St-Gérard, Leeds, Ste-Marie, Ste-Justine, St-Georges, Courcelles, Rock Island, St-Anselme, Bishopton, Disraeli, East Broughton, Scotts Junction, Ste-Germaine, Beauceville, St-Evariste, Ayers Cliff, Lévis, Weedon, Black Lake, Tring Junction, Lac Frontière, Morisset, St-Joseph, Beebe Junction et Ste-Hénédine, et de retirer les préposés à Coleraine, St-Samuel, St-Victor, Robertson, St-Sébastien, North Hatley, St-Camille, St-Ephrem et St-Henri, est approuvée.

Ces approbations sont accordées à la condition que ledit centre de service à la clientèle soit établi à Sherbrooke, et que la mise en œuvre du projet des compagnies se fasse selon la preuve apportée à l'audience.

Suivant l'assurance donnée par les compagnies de chemin de fer, après la retraite des agents et des préposés et jusqu'à ce que l'autorisation soit donnée pour enlever les gares elles-mêmes, s'il y a lieu, les compagnies devront garder les bâtiments propres, chauffés et éclairés, tant que les gares seront desservies par des convois de voyageurs.

Une ordonnance sera émise pour donner effet aux approbations ci-dessus.

Ottawa, le 27 décembre 1968.

(Signé) PIERRE TASCHEREAU

(Signé) J.E. DUMONTIER

(Signé) H.H. GRIFFIN

COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE N° R-4294

COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

Relativement à la demande faite par la Compagnie de chemin de fer du Pacifique Canadien et de la Compagnie de chemin de fer Québec Central pour obtenir l'autorisation concernant leur plan de service à la clientèle dans la région de Sherbrooke, dans la province de Québec, pour retirer dix-sept agents et cinq préposés de gare de la division de Farnham de la Compagnie de chemin de fer du Pacifique Canadien et de retirer vingt-six agents et neuf préposés de gare du chemin de fer Québec Central:

Dossier n° 4205.3191

Après audition de la requête a des fins du Comité tenue à Sherbrooke le 16 décembre, 1968, en présence des avocats des compagnies requérantes et Monsieur Romuald Rodrigue, M.P.; et

Après lecture des pièces déposées le Comité des transports par chemin de fer de la Commission canadienne des transports ordonne par les présentes ce qui suit:

1. Lors de la mise en opération du centre à la clientèle à Sherbrooke, dans la province de Québec, et de la mise en œuvre du projet, tel que présenté à l'audience, la Compagnie de chemin de fer du Pacifique Canadien est autorisée à retirer ses agents à:

Foster	Cookshire	Waterloo	Sawyerville
St-Guillaume	Sutton	Magog	Scotstown
Actonvale	St-Pie	Bedford	Highwater
Lennoxville	Knowlton	Drummondville	St-Hugues
Cowansville			

et de retirer ses préposés à:

Adamsville	Roston Falls	West Shefford	St-Simon
Nantes			

et la Compagnie de chemin de fer Québec Central est autorisée à retirer ses agents à:

East Angus	St-Gérard	Leeds	Ste-Marie
Ste-Justine	St-Georges	Courcelles	Rock-Island
St-Anselme	Bishopton	Disraeli	East Broughton
Scotts Junction	Ste-Germaine	Beauceville	St-Evariste
Ayers Cliff	Lévis	Weedon	Black Lake
Tring Junction	Lac Frontière	Morisset	St-Joseph
Beebe Junction	Ste-Hénédine		

et à retirer ses préposés à:

Coleraine	St-Samuel	St-Victor	Robertson
St-Sébastien	North Hatley	St-Camille	St-Ephrem
St-Henri			

le tout dans la province de Québec.

2. Chacunes des gares situées aux endroits mentionnés au paragraphe 1, tant et aussi longtemps qu'un service de trains de voyageurs est donné par les compagnies, devront être gradées propres, chauffées et éclairées.

Daté à Ottawa, ce 30ième jour de décembre, 1968.

(SIGNÉ) C.W. RUMP,
Secrétaire,
Comité des transports par
chemin de fer.

PAMPHLET NO. 23

DECEMBER 1968

Canadian Transport Commission

Railway Transport Committee

Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-4027

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF: SMITHSONS HOLDINGS LIMITED, of 10755 Cote de Liesse Rd., Dorval, Quebec, hereafter referred to as

THE PROPOSED ACQUIRER

NORMAN'S TRANSFER LIMITED, of 10755 Cote de Liesse Rd., Dorval, Quebec, LAWSON TRANSPORT LIMITED, of 119 Water Street, Cornwall, Ontario, MONTREAL-CORNWALL EXPRESS LINES LIMITED, 10755 Cote de Liesse Rd., Dorval, Quebec, hereafter referred to as

THE VENDORS

— AND —

SICOTTE TRANSPORT LIMITED, 1025 Ottawa Street, Montreal, Quebec, H. LAPALME LIMITED, 125 St. Pierre Street, Montreal, Quebec, LEO TREMBLAY TRANSPORT, 4670 Amiens Street, Montreal, Quebec, ASSOCIATION DU CAMIONNAGE DU QUEBEC, INC., 198 Second Avenue, Quebec, Que., CANADIAN TRUCKING ASSOCIATIONS INC., 251 Bank Street, Ottawa, Ontario and EAMER DAYE TRANSPORT LIMITED, 1670 William Street, Montreal, Quebec, hereafter referred to as

THE INTERVENERS

File No. 49381.1

WHEREAS under direction of the Railway Transport Committee of the Canadian Transport Commission, Smithsons Holdings Limited, a wholly owned subsidiary of Canadian Pacific Railway Company, pursuant to section 20 of the National Transportation Act, gave notice in The Canada Gazette of June 29, 1968, that it proposes to acquire

by purchase shares in the above mentioned companies designated as The Vendors; and

WHEREAS Sicotte Transport Limited, H. Lapalme Limited, Leo Tremblay Transport and Association du Camionnage du Quebec, Inc. have through their solicitor in a letter to the Commission dated November 26, 1968, questioned the jurisdiction of the Commission in this matter; and

WHEREAS Sicotte Transport Limited, H. Lapalme Limited, Leo Tremblay Transport, Association du Camionnage du Quebec, Inc., Canadian Trucking Associations Inc., and Eamer Daye Transport Limited have filed objections to the said proposal; and

UPON reading the submissions filed –

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. That a public hearing will be held commencing at 10:30 o'clock in the forenoon on Thursday, the 12th day of December, 1968, in the Canadian Transport Commission's court room, at 400 Laurier Avenue West, in the City of Ottawa,

- (a) to dispose of the question of jurisdiction raised by The Intervenors;
- (b) to hear the evidence of The Intervenors in support of their written objections that the proposed acquisition would unduly restrict competition or otherwise be prejudicial to public interest.

2. The parties are directed to conduct themselves accordingly.

Dated at Ottawa, this 3rd day of December, 1968.

(Sgd) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R- 4180

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rate on Floor Coverings, viz.: Carpeting from Cornwall, Ont., to Calgary, Alta.

File No. 40615.50

UPON application of W.P. Coughlin, of the Canadian Freight Association, on behalf of the Canadian National Railways and Canadian Pacific Railway Company, for whom he is Agent --

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding One Dollar (\$1.00) per pound is authorized in respect of rate of 390 cents per 100 pounds, carload minimum weight 40,000 pounds, on Floor Coverings, viz.: Carpeting, from Cornwall, Ont., to Calgary, Alta.

Dated at Ottawa this 18th day of December, 1968.

(Sgd) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-4219

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the Canadian Pacific Railway Company, hereinafter called the "Applicant Company", in respect of its Customer Service Plan in the Edmonton Area, for authority to remove the station agent at Wetaskiwin, in the Province of Alberta:

File No. 7214.158

WHEREAS section 2 of Order No. R-1994, dated April 10, 1968, provides that the station agent at Wetaskiwin shall not be removed until after six months from the date upon which the Customer Service Plan is inaugurated at Wetaskiwin and upon the authority of an Order of the Committee authorizing his removal; and

UPON reading the submissions filed –

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The Applicant Company is authorized to remove the station agent at Wetaskiwin, in the Province of Alberta.

Dated at Ottawa, this 19th day of December, 1968.

(Sgd) C.W. Rump,
Secretary,
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-4273

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF General
Order No. E-7 of the Board of Trans-
port Commissioners for Canada:*

File No. 11026.74

UPON reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

General Order No. E-7 of the Board of Transport Commissioners for Canada is amended:

1. By striking out sections 7 and 7A of Appendix "A" of the said General Order and substituting therefor the following:

"7. Transportation of equipment (except light engines under own power). Charges at the following rates for transportation of equipment and cars handling roadway machines, and miscellaneous equipment shall be made from home station or previous job to point of use, also for return movement to home station or storage point. If moved to another job, no charge shall be made for return movement.

REVENUE TRAINS

WORK TRAINS

Schedule "A"

Cars and work equipment loaded on cars — 6¢ per unit per mile. Minimum \$6.00 per unit.

Other work equipment on own wheels — 10¢ per unit per mile. Minimum \$10.00 per unit.

Cost of work train service plus \$4.50 per train mile trackage over non-joint tracks. Minimum charge \$28.00.

Schedule "B"

Regular tariff rates.

Cost of work train service plus \$4.50 per train mile trackage. Minimum charge \$28.00.

Transportation of Light Engines (under own power)

7A.

Schedule "A"

Trackage of \$4.50 per mile plus wages of crews and pilots, including deadheading, surcharges in accordance with Railway Association of Canada Circular No. 8, dated December 29, 1965, and subsequent revisions or reissues thereof: fuel at 6 gallons per hour, lubricants and other supplies at 8¢ per hour and dispatching expense of 50¢ per hour.

Schedule "B"**Owning Company Engines**

Regular tariff rates plus 110% of wages of crews and pilots including deadheading, other supplies plus 15%, cost of fuel, and dispatching expense of 60¢ per hour.

Other Company's Engines

Regular tariff rates plus 110% of wages of crews and pilots, including deadheading, supplies enroute plus 15% and fuel. (If dispatching expense incurred, charge at cost plus 10%).

2. By striking out the figure "7%" in paragraph (c) of subsection (2) of section 3 of the said General Order and substituting therefor the figure "8%".

Dated at Ottawa, this 23rd day of December, 1968.

(Sgd) C.W. Rump,
Secretary,
Railway Transport Committee.

COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE N^o R-4273

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

RELATIVE à l'ordonnance générale n^o E-7 de la Commission des transports du Canada:

Dossier n^o 11026.74

APRÈS lecture des pièces déposées—

Le Comité des transports par chemin de fer de la Commission canadienne des transports ordonne par les présentes ce qui suit:

Modifier l'ordonnance générale n^o E-7 de la Commission des transports du Canada:

1. En supprimant les articles 7 et 7A de l'appendice "A" à ladite ordonnance générale et en y substituant ce qui suit:

"7. Transport d'équipement (sauf les locomotives qui circulent seules par leurs propres moyens). Les taux suivants pour le transport d'équipement et de wagons chargés de machines pour la voie ainsi que d'autres appareils seront exigés à partir du poste d'attache ou du chantier précédent jusqu'au lieu de leur utilisation, ainsi que pour le transport de retour au poste d'attache ou à l'endroit de remisage. Dans le cas de transport vers un autre chantier, il ne sera exigé aucuns frais pour le transport de retour.

TRAINS COMMERCIAUX

TRAINS DE SERVICE

Annexe "A"

Wagons et outillage chargé sur les wagons: 6 c. l'unité par mille. Minimum, \$6 l'unité.

Frais du train de service plus une taxe de \$4.50 le train-mille sur voies non communes. Taux minimal, \$28.

Autre outillage sur ses propres roues: 10 c. l'unité par mille. Minimum, \$10 l'unité.

Annexe "B"

Taux réguliers

Frais de trains de service plus une taxe de \$4.50 par train-mille. Taux minimal, \$28.

Transport des locomotives (circulant seules par leurs propres moyens)

7A.

Annexe "A"

Frais de \$4.50 le mille, plus les salaires du personnel et des pilotes, y compris les postes improductifs, les surtaxes en conformité de la circulaire de l'Association des chemins de fer du Canada portant le numéro 8 et la date du 29 décembre 1965, et des révisions ou des rééditions subséquentes de cette circulaire; le combustible à 6 gallons par heure, les lubrifiants ainsi que d'autres fournitures à 8c. par heure et les frais de dispatching à 50c. par heure.

Annexe "B"**Locomotives de la compagnie**

Taux réguliers plus 110 p. 100 des salaires du personnel et des pilotes, y compris les postes improductifs, les autres fournitures plus 15 p. 100, le coût du carburant et les frais de dispatching à 60c. par heure

Locomotives d'autres compagnies

Taux réguliers plus 110 p. 100 des salaires du personnel et des pilotes, y compris les postes improductifs, les fournitures en cours de route plus 15 p. 100 et le carburant. (S'il y a des frais de dispatching, ces frais plus 10 p. 100.)

2. En supprimant le chiffre "7 p. 100" à l'alinéa c) du paragraphe (2) de l'article 3 de ladite ordonnance générale et en y substituant le chiffre "8 p. 100".

Fait à Ottawa, le 23^e jour de décembre 1968.

Le Secrétaire du Comité des transports
par chemin de fer,

C.W. RUMP

CANADIAN TRANSPORT COMMISSION

ACCIDENTS REPORTED TO THE OPERATING BRANCH, SEPTEMBER, 1968
RAILWAY TRANSPORT COMMITTEE

	<i>Accidents</i>	<i>Killed</i>	<i>Injured</i>
Railway Accidents	268	11	319
Level Crossing Accidents	<u>35</u>	<u>11</u>	<u>38</u>
	<u>303</u>	<u>22</u>	<u>357</u>

	<i>Killed</i>	<i>Injured</i>
Passengers	1	105
Employees	3	207
Others	<u>18</u>	<u>45</u>
	<u>22</u>	<u>357</u>

Of the 35 accidents at Highway Crossings, 21 occurred where standard Railway Crossing Signs are located, 14 where additional forms of protection are in use, 25 after Sunrise and 10 after Sunset.

Ottawa, Ont.

CANADIAN TRANSPORT COMMISSION

ACCIDENTS REPORTED TO THE OPERATING BRANCH, OCTOBER, 1968
RAILWAY TRANSPORT COMMITTEE

	<i>Accidents</i>	<i>Killed</i>	<i>Injured</i>
Railway Accidents	222	13	222
Level Crossing Accidents	39	9	54
	<u>261</u>	<u>22</u>	<u>276</u>

	<i>Killed</i>	<i>Injured</i>
Passengers	—	48
Employees	3	166
Others	19	62
	<u>22</u>	<u>276</u>

Of the 39 accidents at Highway Crossings, 32 occurred where standard Railway Crossing Signs are located, 7 where additional forms of protection are in use, 23 after Sunrise and 16 after Sunset.

Ottawa, Ont.

**SUMMARY OF ORDERS ISSUED BY
THE RAILWAY TRANSPORT COMMITTEE**

(*Denotes Order printed in full)

- R-3900 November 21 — Authorizing the removal of speed limitation at the crossing of the C.P.R. and 82nd Avenue South in Calgary, Alta. at mileage 4.63 Macleod Subd.
- R-3901 November 21 — Approving changes in the automatic protection at the crossing of the C.N.R. and 125th Avenue in Edmonton, Alta. at mileage 3.87 Edmonton West Terminal Subd.
- R-3902 November 21 — Authorizing the C.P.R. to operate its engines, cars and trains over the bridge at mileage 87.0 Carberry Subd. in Man.
- R-3903 November 21 — Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Middlesex County Road No. 35 in Glanworth, Ont. at mileage 9.27 Talbot Subd.
- R-3904 November 21 — Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 72.0 and 74.06 on both sides of its Arborg Subd. in the R.M. of Bifrost, Man.
- R-3905 November 21 — Authorizing the City of Regina, Sask. to widen Osler Street where it crosses the C.N.R. at mileage 0.90 Winnipeg Street Industrial Lead off mileage 92.77 Qu'Appelle Subd.
- R-3906 November 21 — Amending Order 118480 which authorized the City of Saint John to construct a Highway across the C.N.R. Industrial Spur serving Saint John Shipbuilding and Dry Dock Company west of Bayside Drive in the Parish of Simonds, County of Saint John, N.B.
- R-3907 November 21 — Authorizing the C.P.R. to operate its engines, cars and trains over the Industrial Spur track crossing Provincial Highway No. 605 in the Parish of Southampton, County of York, N.B. at mileage 0.36 off mileage 7.92 Southampton Subd.
- R-3908 November 21 — Authorizing the C.N.R. to operate their engines, cars and trains over the temporary track diversion in connection with the construction of the Ste. Croix Boulevard Subway in the City of St. Laurent, P.Q. near mileage 142.66 Joliette Subd.
- R-3909 November 21 — Amending Order R-1126 which authorized the City of St. Laurent, P.Q. to construct a subway to carry Ste-Croix Boulevard under the C.N.R. at mileage 142.66 Joliette Subd.
- R-3910 November 21 — Approving changes in the automatic protection at the crossing of the C.N.R. and Perry Township Road, North of Scotia, Ont. at mileage 161.67 Newmarket Subd.

- R-3911 November 21 - Dismissing application of the C.N.R. to remove the caretaker and shelter at Lac Baker, N.B. at mileage 21.4 Monk Subd.
- R-3912 November 21 - Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Shoal Lake, Man. near mileage 36.4 Bredenbury Subd., C.P.R.
- R-3913 November 21 - Approving the location of the proposed additional 12,000 imperial gallon flammable liquid vertical storage tank and associated piping of Shell Canada Limited at West Bend, Sask. near mileage 13.1 Wishart Subd., C.P.R.
- R-3914 November 21 - Rescinding authority of Orders 62148, 64835, 67420, 87993 and 94197 relative to Imperial Oil Limited's facilities for the handling and storage of flammable liquids at Faust, Alta. near the tracks of the Northern Alberta Railways.
- R-3915 November 21 - Rescinding authority of Orders 62343 and 91757 relative to the British American Oil Company Limited's facilities for the handling and storage of flammable liquids at Ponoka, Alta., mileage 34.9 Leduc Subd., C.P.R.
- R-3916 November 21 - Rescinding authority of Order No. 81886 which approved the location of connecting pipe lines and two additional vertical storage tanks of Imperial Oil Limited near the tracks of the C.N.R. at Trois Pistoles, P.Q.
- R-3917 November 21 - Authorizing removal of the speed limitation at the crossing of the C.N.R. and Lorne Park Road in the Town of Mississauga, Peel County, Ont. at mileage 15.06 Oakville Subd.
- R-3918 November 21 - Amending Order R-3195 which authorized the C.N.R. to remove the caretaker at St. Andre, P.Q. at mileage 16.1 Montmagny Subd.
- R-3919 November 21 - Authorizing removal of the speed limitation at the crossing of the C.P.R. and Queen Street in the Town of Brampton, Ont. at mileage 7.48 Orangeville Subd.
- R-3920 November 21 - Authorizing removal of the speed limitation at the crossing of the C.P.R. and Governor's Road in Woodstock, Ont. at mileage 90.47 Galt Subd.
- R-3921 November 21 - Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road, the second crossing west of Shakespeare, Ont. at mileage 84.11 Guelph Subd.
- R-3922 November 21 - Authorizing removal of the speed limitation at the crossing of the C.P.R. and Main Street in Chalk River, Ont. at mileage 0.29 North Bay Subd.

- R-3923 November 21 – Authorizing the C.N.R. to remove the caretaker at Rochfort Bridge in Alta. at mileage 68.9 Sangudo Subd.
- R-3924 November 21 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and Suffolk Highway in Suffolk, P.E.I. at mileage 6.25 Souris Subd.
- R-3925 November 21 – Approving the location of the new and relocated bulk storage and transfer facilities of Imperial Oil Limited at Thorsby, Alta. near mileage 91.3 Hoadley Subd., C.P.R.
- R-3926 November 21 – Requiring the C.N.R. to install an additional light unit to the existing protection at the crossing of their railway and Pleasant Park Road in Ottawa, Ont. at mileage 5.81 Ottawa Subd.
- R-3927 November 21 – Approving changes in the automatic protection at the crossing of the C.N.R. and Provincial Highway No. 101 near Lilyfield, Man., mileage 12.02 Oak Point Subd.
- R-3928 November 21 – Rescinding authority of Order R-2605 and authorizing the Quebec Department of Roads to reconstruct Marcil Road where it crosses the C.N.R. in the Parish of Ste-Clotilde, P.Q. at mileage 18.59 Valleyfield Subd. and upon completion requiring the Railways to install automatic protection at the crossing.
- R-3929 November 21 – Approving the location of the proposed temporary anhydrous Ammonia transfer facilities of Cominco Limited at Prentiss, Alta. near mileage 22.3 Brazeau Subd., C.N.R.
- R-3930 November 21 – Rescinding authority of Orders R-1894 and R-3325 and approving the location of the temporary anhydrous ammonia transfer facilities of G.R. Loughheed at Benalto, Alta. near mileage 24.6 Alberta Central Subd., C.P.R.
- R-3931 November 21 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and 116th Street north of 10th Avenue in the City of Edmonton, Alta. at mileage 1.23 Y Line Edmonton Terminal Subd.
- R-3932 November 21 – Authorizing removal of speed limitation at crossing of the C.N.R. and the first public road west of the station at Hanna, Alta. at mileage 0.71 Drumheller Subd.
- R-3933 November 21 – Approving the location of the proposed new above-ground bulk storage and transfer facilities and existing underground storage facilities of the British American Oil Company Limited at Burns Lake, British Columbia near mileage 36.0 Telkwa Subd., C.N.R.

- R-3934 November 21 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road at Belleville, Ont. at mileage 219.48 Kingston Subd.
- R-3935 November 21 — Authorizing the C.N.R. to remove the caretaker at Greencourt, Alta. at mileage 79.8 Sangudo Subd.
- R-3936 November 21 — Rescinding authority of Orders 65675 and 73555 which approved the location of the facilities of McColl-Frontenac Oil Company Ltd. (now Texaco Canada) for the handling and storage of flammable liquids at Kerrobert, Sask., C.P.R.
- R-3937 November 21 — Rescinding authority of Order R-377 and approving the location of the proposed ammonium nitrate bulk storage and transfer facilities of the Pembina Hills Co-operatives Limited at Manitou, Man. near mileage 100.57 La Riviere Subd., C.P.R.
- R-3938 November 21 — Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Cominco Limited at Haynes, Alta. near mileage 10.0 Brazeau Subd., C.N.R.
- R-3939 November 21 — Approving the less than standard clearances on the siding serving the building of Labatt's Brewery Limited in the City of LaSalle, P.Q. at mileage 0.74 LaSalle Loop Line, C.P.R. provided signs indicating less than standard clearances are erected.
- R-3940 November 21 — Rescinding authority of Order 70302 which approved the relocation of the warehouse and storage tanks and pump house of the facilities of McColl-Frontenac Oil Company Limited near the tracks of the C.P.R. at Melfort, Sask.
- R-3941 November 21 — Assessing the cost of maintenance of the Garrison Road Bridge which carries Garrison Road over the C.P.R. in the City of Toronto, Ont. at mileage 0.68 Queen's Wharf Branch.
- R-3942 November 21 — Approving the location of the proposed liquefied petroleum gas transfer facilities of Dome Petroleum Limited at Coleville, Sask. near mileage 66.4 Dodsland Subd., C.N.R.
- R-3943 November 21 — Authorizing the Township of Louth, Ont. to reconstruct Third Street where it crosses the C.N.R. at mile 13.39 Grimsby Subd. between Lots 2 & 3, Concession 4 and upon completion requiring the Railways to install automatic protection at the crossing.
- R-3944 November 21 — Authorizing removal of the speed limitation at the crossing of the railway of Penn Central and Communication Road, one half mile east of Fargo, Ont. at mileage N.F. 168.71 Main Line Subd.

- R-3945 November 21 — Approving changes in the automatic protection at the crossing of the C.N.R. and Tecumseh Road in Tecumseh, Ont. at mileage 99.13 Chatham Subd.
- R-3946 November 21 — Approving changes in the automatic protection at the crossing of the C.N.R. and First Avenue in Unity, Sask. at mileage 58.36 Wainwright Subd.
- R-3947 November 21 — Requiring the C.N.R. to relocate the reflectorized signs at the crossing of their railway and Boundary Road between the Townships of Hope and Clarke in Ont. at mileage 278.54 Kingston Subd. to another crossing of a public road at mileage 84.14 Marmora Subd.
- R-3948 November 21 — Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-3949 November 21 — Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road in British Columbia at mileage 10.95 Nechako Subd.
- R-3950 November 21 — Approving tolls published from Sydney, N.S. in Supplement No. 26 Agreed Charged Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-3951 November 21 — Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-3952 November 21 — Approving Supplement No. 3 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de St-Camille.
- R-3953 November 21 — Approving Supplement No. 2 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de St-Adrien de Ham.
- R-3954 November 21 — Approving Revised Appendix "A" and Supplement Nos. 7 and 8 to Traffic Agreement between The Bell Telephone Company of Canada and Telebec Inc.
- R-3955 November 21 — Approving the new Service Station Contract between The Bell Telephone Company of Canada and Club du Nord.
- R-3956 November 21 — Approving Supplement No. 2 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie Telephonique de St-Sylvere.
- R-3957 November 21 — Approving Revised Appendix "A" to Traffic Agreement between The Bell Telephone Company of Canada and Lievre Valley Telephone Company.

- R-3958 November 21 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Hurt's Fertilizers at Airdrie, Alta. near mileage 18.90 Red Deer Subd., C.P.R.
- R-3959 November 21 – Approving the location of the proposed additional 10' x 12' office building and existing tank truck transfer facilities of Imperial Oil Limited at Riverhurst, Sask. near mileage 17.74 Riverhurst Subd., C.N.R.
- R-3960 November 22 – Extending the time within which the C.P.R. is required to install automatic protection at the crossing of its railway and Planer Road in the Municipality of Chapleau, Ont. at mileage 0.69 White River Subd.
- R-3961 November 22 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Couchiching Point Road in the Town of Orillia, Ont. at mileage 87.92 Newmarket Subd.
- R-3962 November 22 – Exempting the C.P.R. from erecting and maintaining right of way fences on both sides of its Kelfield Subd. between mileages 14.7 and 15.2 in Sask.
- R-3963 November 22 – Authorizing the C.P.R. to operate its engines, cars and trains over the bridge at mileage 0.26 Brooks Subd. carrying its railway over River Road in the City of Medicine Hat, Alta.
- R-3964 November 22 – Approving changes in the automatic protection at the crossing of the C.N.R. and Township Road in Collins Bay, Ont. mileage 180.11 Kingston Subd.
- R-3965 November 22 – Authorizing the M.D. of Pincher Creek No. 9, Alta. to reconstruct the Municipal Road where it crosses the C.P.R. south of the SW1/4-13-6-29-W4M at mileage 6.47 Brocket Southerly Branch.
- R-3966 November 22 – Authorizing the C.P.R. to operate its engines, cars and trains over the subway carrying its tracks over Highway No. 10 in the R.M. of Minto, Man. at mileage 2.74 Bredenbury Subd.
- R-3967 November 22 – Authorizing the Quebec Department of Roads to reconstruct Gaspé Road where it crosses the C.P.R. in the Municipality of the Town of Bromont, County of Brome, P.Q. at mileage 114.30 Sherbrooke Subd.
- R-3968 November 22 – Requiring the C.N.R. to relocate the reflectorized signs from the crossings of their railway and public roads at mileages 0.66 and 0.74 of the Industrial Spur off mileage 12.86 Weyburn Subd. in the City of Weyburn, Sask. to other crossings of their railway and public roads at mileages 26.91 and 72.63 Rosetown Subd., Sask.

- R-3969 November 22 — Requiring the C.P.R. to relocate the reflectorized signs from the crossing of its railway and Highway No. 303 in Otterburne, Man. at mileage 28.3 Emerson Subd. to another crossing of a public road at mileage 42.86 Shaunavon Subd. in Sask.
- R-3970 November 22 — Authorizing payment from the Railway Grade Crossing Fund towards the cost of relocating the facilities of the Bell Telephone Company of Canada, the Hydro Electric Power Commission of Ontario and the Public Utilities Commission of Belleville in connection with the construction of the overhead bridge carrying Bay Bridge Road (Highway No. 14) across the C.P.R. in the City of Belleville, Ont. at mileage 92.68 Belleville Subd.
- R-3971 November 22 — Authorizing the R.M. of Cory No. 344 to reconstruct the municipal road where it crosses the C.N.R. west of the NW1/4-19-36-6-W3M in Sask. at mileage 196.84 Watrous Subd.
- R-3972 November 22 — Approving Supplement No. 5 to Traffic Agreement between The Bell Telephone Company of Canada and La Cie de Telephone Locale Halifax Sud-Ouest.
- R-3973 November 22 — Authorizing removal of the speed limitation at the crossing of the C.P.R. and a public road in Herbert, Sask. at mileage 81.93 Swift Current Subd.
- R-3974 November 22 — Authorizing the Town of Amherstburg, Ont. to reconstruct St. Arnaud Street where it crosses the track of Penn Central between Balaclava and Sandwich Streets.
- R-3975 November 22 — Authorizing the Toronto and York Roads Commission to construct an overhead bridge carrying Keele Street over the C.N.R. in Lot 26 between Concessions 3 & 4, Township of Vaughan, York County, Ont. at mileage 19.62 Newmarket Subd. replacing an existing level crossing.
- R-3976 November 22 — Approving Supplement No. 10 to Traffic Agreement between The Bell Telephone Company of Canada and Central Community Telephone Company Limited (Kerwood-Nairn).
- R-3977 November 22 — Authorizing the C.N.R. to operate their engines, cars and trains on the subway carrying their tracks over Idylwyld Drive North in the City of Saskatoon, Sask. at mileage 4.6 Warman Subd.
- R-3978 November 22 — Exempting the C.N.R. from erecting and maintaining right of way fencing between mileages 21.9 and 24.8 Athabasca Subd. west side in Alta.

- R-3979 November 22 — Approving the location of the proposed flammable liquid bulk storage and transfer facilities of the Prince Albert Co-Operative Association Limited at Prince Albert, Sask. near mileage 161.0 Tisdale Subd., C.N.R.
- R-3980 November 25 — Authorizing the City of Edmonton to construct a subway carrying 63rd Avenue under the tracks of the C.P.R. at mileage 95.8 Leduc Subd. and the C.N.R. at mileage 7.37 E.Y. & P. Line, Edmonton Terminal Subd. eliminating level crossings at the same locations.
- R-3981 November 25 — Authorizing the Alberta Department of Highways to construct County Road across the C.P.R. at mileage 44.50 Taber Subd. in the NW1/4-21-10-11-W4M, County of Forty Mile, Alta. and upon completion requiring the Railway to close an existing crossing at mileage 44.21 Taber Subd.
- R-3982 November 25 — Authorizing the C.N.R. to operate their engines, cars and trains over the subway carrying their track over the Municipal Road north of the NE1/4-23-56-23-W4M in the M.D. of Sturgeon No. 90, Alta. at mileage 18.45 Coronado Subd.
- R-3983 November 25 -- Authorizing the Prince Edward Island Department of Highways to widen and improve the road between Summerside and Kensington where it crosses the C.N.R. near Traveller's Rest, P.E.I. at mileage 11.71 Kensington Subd. and requiring the Railways to relocate the automatic protection to provide for the widened crossing.
- R-3984 November 27 — Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and Township Road in Lot A, Concession 3, Township of Sidney, County of Hastings, Ont. at mileage 35.11 Marmora Subd. to another crossing of a public road at mileage 90.24 Marmora Subd.
- R-3985 November 27 — Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and Township Road in Lot 7, Concession 2, Township of Fauquier, Ont. at mileage 54.48 Kapuskasing Subd. to another crossing at Newport Street in Brantford, Ont. at mileage 0.26 of the spur off mileage 1.21 Burford Subd.
- R-3986 November 27 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and King Street in the Village of Hensall, Ont. at mileage 32.75 Exeter Subd.
- R-3987 November 27 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 22 near Hyde Park, Ont. at mileage 1.73 Exeter Subd.

- R-3988 November 27 — Amending Order 117903 which required the C.N.R. to install automatic protection at the crossing of their railway and Kenaston Boulevard in Winnipeg, Man. at mileage 5.18 Rivers Subd.
- R-3989 November 27 — Authorizing the Great Northern Railway Company to remove the agent at Nelson and to appoint in lieu thereof an agent to service the City of Nelson and the Village of Salmo in British Columbia.
- R-3990 November 28 — Authorizing removal of the speed limitation at the crossing of the C.P.R. and a public road at Ostrander, Ont. at mileage 12.27 Port Burwell Subd.
- R-3991 November 28 — Approving the location of the proposed 24' x 30' warehouse extension and 26' x 160' lease extension of Imperial Oil Limited at its flammable liquid bulk marketing plant in Spiritwood, Sask. near mileage 49.52 Amiens Subd., C.N.R.
- R-3992 November 28 — Approving the location of the proposed new 12' x 24' office building and property extension of Shell Canada Limited at its flammable liquid bulk marketing plant in Dodsland, Sask. near mileage 47.0 Dodsland Subd., C.N.R.
- R-3993 November 28 — Approving changes in the automatic protection at the crossing of the C.N.R. and St. Oliver Road in St. Anselme, P.Q. at mileage 203.33 Monk Subd.
- R-3994 November 28 — Authorizing the County of Newell to widen County Road where it crosses the C.P.R. in the NW1/4-1-21-16-W4M in Alta. at mileage 101.91 Bassano Subd.
- R-3995 November 28 — Amending Order R-3606 which approved changes in the automatic protection at the crossing of the C.P.R. and Highway No. 5 near Neepawa, Man.
- R-3996 November 28 — Approving Supplement No. 6 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone de St-Hubert de Spaulding.
- R-3997 November 28 — Amending Order No. R-2874 which authorized the City of Brandon, Man. to reconstruct 8th Avenue overhead bridge where it crosses the C.P.R. at mileage 133.0 Carberry Subd.
- R-3998 November 28 — Authorizing the City of Guelph, Ont. to connect and synchronize the traffic signals at the intersection of Willow Road and Edinburgh Road with the automatic protection at the crossing of the C.N.R. and Willow Road at mileage 31.05 Fergus Subd. and requiring the Railways to make the necessary changes in the automatic protection to provide for the synchronization.

- R-3999 November 28 — Authorizing removal of the speed limitation at the crossing of the C.P.R. and Highway No. 6 in Sask. at mileage 29.18 Melfort Subd.
- R-4000 November 28 — Amending Order 124045 which allocated the cost of installing automatic protection at the crossing of the C.P.R. and Grand Bernier Road North in St-Jean P.Q. at mileage 21.97 Adirondack Subd.
- R-4001 November 28 — Authorizing removal of speed limitation at the crossing of the C.N.R. and County Road in Glengary, N.S. at mileage 27.46 Hopewell Subd.
- R-4002 November 28 — Approving the location of the flammable liquid bulk storage and transfer facilities of Texaco Canada Limited at Prince Albert, Sask. near mileage 160.7 Tisdale Subd., C.N.R.
- R-4003 November 28 — Authorizing the City of Dartmouth, N.S. to construct Borden Avenue across the C.N.R. at mileage 0.19 on the Burnside Industrial Park Spur Line off mileage 8.72 Dartmouth Subd.
- R-4004 November 28 — Dismissing application of the C.N.R. to remove the agent at Westree, Ont. at mileage 64.3 Ruel Subd. and appoint a caretaker in lieu thereof and remove the station building and replace it with a shelter.
- R-4005 November 28 — Rescinding authority of Order R-3243 and approving location of the proposed temporary anhydrous ammonia transfer facilities of Green Acres Fertilizer Services Limited at Raymond, Alta. near mileage 7.2 Cardston Subd., C.P.R.
- R-4006 November 28 — Approving the location of the proposed additional storage tanks and associated piping of the Boissevain Consumers' Co-operative Limited at Boissevain, Man. near mileage 69.78 Napinka Subd., C.P.R.
- R-4007 November 28 — Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Highway No. 83 at Exeter, Ont. at mileage 27.67 Exeter Subd.
- R-4008 November 28 — Authorizing the City of Montreal, P.Q. to construct a subway carrying the extension of Sauve Street under the tracks of the C.N.R. at mileage 0.51 Jacques-Cartier interchange track off mileage 141.16 Joliette Subd. and the C.P.R. at mileage 8.15 Park Avenue Subd.
- R-4009 December 2 — Approving the location of a proposed flammable liquid bulk storage and transfer facilities of British Columbia Oil Company Limited at Kuroki, Sask., near mile 72.5 Margo Subd., C.N.R.

- R-4010 December 2 — Assessing the cost of maintenance of the crossing of the C.N.R. and Cow Bay Road, in the City of Prince Rupert, British Columbia, at mileage 0.54 Seal Cove Branch, on the City.
- R-4011 December 2 — Amending R-3082 which authorized the City of Regina, Sask., to construct a subway to carry Ring Road across and under the C.P.R. at mileage 91.49 Indian Head Subd.
- R-4012 December 2 — Requiring the C.N.R. to relocate the reflectorized signs from the crossing of their railway at mileage 25.36 Vegreville Subd. in Alta. to another crossing of a public road at mileage 60.56 Dodsland Subd. in Sask.
- R-4013 December 2 — Rescinding authority of Orders R-1895 and R-3328 and approving the location of the temporary anhydrous ammonia transfer facilities of Sparks Machinery Limited at Niobe, Alta., near mileage 78.2 Red Deer Subd., C.P.R.
- R-4014 December 2 — Approving revisions to tariffs filed by the Bell Telephone Company of Canada.
- R-4015 December 2 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Front Street in Aylmer, P.Q., at mileage 7.59 Waltham Subd.
- R-4016 December 2 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in the Municipality of St. Léonard de Portneuf, P.Q., at mileage 42.05 St. Raymond Subd.
- R-4017 December 2 — Authorizing the Quebec Department of Roads to construct the north approach to the new Quebec bridge across and over the C.N.R. in the Mun. of the City of Ste-Foy, County of Louis-Hébert, P.Q., at mileages 0.03 Champlain Subd. and 3.51 Bridge Subd.
- R-4018 December 2 — Approving the relocation and reconstruction of Ruth Street crossing the Lorne Avenue Lead of the C.N.R. in the City of Saskatoon, Sask., at mileage 0.96 off mileage 188.35 Watrous Subd., and requiring the Railways to install automatic protection at the crossing.
- R-4019 December 2 — Authorizing the R.M. of Waverley No. 44 to reconstruct the Municipal Road across the C.P.R. at mileage 38.69 Wood Mountain Subd. East of the SE1/4-15-5-5-W3M, Sask.
- R-4020 December 2 — Approving changes in the automatic protection at the crossing of the C.N.R. and Ste. Anne Range Rd. near Armagh Station, P.Q., at mileage 165.39 Monk Subd.

- R-4021 December 2 - Authorizing the Ontario Department of Highways to reconstruct Highway No. 9 where it crosses the C.N.R. at mileage 3.25 Durham Subd. in Lots 96 and 97 Concessions C & D, Township of Minto, Wellington County, Ont.
- R-4022 December 2 - Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 524H near Rosevear, Alta., at mileage 116.73 Edson Subd.
- R-4023 December 2 - Approving revisions to tariffs filed by the British Columbia Telephone Company.
- R-4024 December 2 - Authorizing the Twp. of Fenelon to construct Township Road across the C.N.R. at mileage 15.62 Haliburton Subd. in Lot 26, Concession 10, County of Victoria, Ont.
- R-4025 December 2 - Authorizing the Borough of Etobicoke, Ont. to widen Evans Avenue where it crosses the C.P.R. at mileage 1.56 Canpa Subd. and requiring the Railway to relocate and revise the automatic protection to provide for the widening.
- R-4026 December 2 - Approving tolls in tariffs filed by the C.N.R. under Section 3 of the Maritime Freight Rates Act.
- *R-4027 December 3 - Requiring that a public hearing be held in Ottawa on December 12, 1968, in the matter of Smithsons Holdings Limited, the proposed acquirer of Norman's Transfer Limited, Lawson Transport Limited, Montreal-Cornwall Express Lines Limited, the vendors and Sicotte Transport Limited, H. Lapalme Limited, Leo Tremblay Transport, Association du Camionnage du Quebec Incorporated, Canadian Trucking Associations Inc. and Eamer Daye Transport Limited, the interveners (See page 579, 58 R.T.C.)
- R-4028 December 3 - Approving changes in the automatic protection at the crossing of the C.N.R. and Elgin Mills Road in Richmond Hill, Ont., at mileage 22.16 Bala Subd.
- R-4029 December 3 - Requiring that all train movements over the crossing of Swale Street and the north leg of wye track of the C.N.R. in Callander, Ont., at mileage 220.25 Newmarket Subd., be flagged by a member of the train crew.
- R-4030 December 3 - Authorizing the Metropolitan Corporation of Greater Winnipeg to widen McPhillips Street where it crosses the Midland Railway at Manitoba, in the City of Winnipeg Man. and requiring the Railway to relocate and revise the automatic protection to provide for the widening.

- R-4031 December 3 -- Approving changes in the automatic protection at the crossing of the C.N.R. and Dunn Lake Road in Clearwater, British Columbia, at mileage 67.54 Clearwater Subd.
- R-4032 December 3 -- Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 2 in St. Antonin, P.Q., at mileage 3.23 Temiscouata Subd.
- R-4033 December 3 -- Authorizing the C.N.R. to operate their engines, cars and trains over the concrete tailings conduits at mileage 1.13 Duval Spur and at mileage 0.49 of the private trackage serving Duval Corporation off mileage 0.69 Duval Spur, which commences at mileage 196.43 Watrous Subd., Sask.
- R-4034 December 3 -- Authorizing the City of Drumheller, Alta., to reconstruct 10th Street West where it crosses the C.N.R. at mileage 51.50 Drumheller Subd.
- R-4035 December 3 -- Requiring the C.N.R. to extend the crossing planking at the crossing of their railway and Towline Road in the Township of Oro, Ont., at mileage 80.83 Newmarket Subd., and to relocate the automatic protection to provide for the widened road.
- R-4036 December 3 -- Authorizing the Saskatchewan Department of Highways and Transportation to construct Highway No. 8-5-20 across the C.P.R. and the SW1/4-2-17-31W1M, Sask., at mileage 3.80 Sylvite of Canada Spur off mileage 50.74 Neudorf Subd., and requiring the Railway to close the existing crossing at mileage 3.74 Sylvite of Canada Spur when the new crossing has been opened to the public.
- R-4037 December 3 -- Authorizing the British Columbia Hydro and Power Authority to relocate and realign the diamond crossing of its Queensboro branch and the C.N.R.'s Lulu Island Branch in the City of New Westminster, British Columbia.
- R-4038 December 3 -- Approving the location of the proposed additional flammable liquid bulk storage and transfer facilities of the British American Oil Company Limited at Vanderhoof, British Columbia, near mileage 69.62 Nechako Subd., C.N.R.
- R-4039 December 3 -- Approving the less-than-standard overhead and side clearances on the tracks serving the Canadian Pacific Express Building in the Borough of Etobicoke, York County, Ont., at mileage 0.39 of the said tracks off mileage 9.78 Galt Subd., C.P.R. provided signs indicating less-than-standard overhead and side clearances are erected.

- R-4040 December 3 -- Rescinding authority of Order 109124 which approved the location of the proposed liquified petroleum gas bulk storage facilities of Canadian Propane Consolidated Limited at Vanderhoof, British Columbia, at mileage 69.58 Nechako Subd., C.N.R.
- R-4041 December 3 -- Authorizing the Nova Scotia Department of Highways to construct and maintain Granton Pumphouse Road across the C.N.R. in Granton, Pictou County, N.S., at mileage 70.48 Oxford Subd.
- R-4042 December 3 -- Rescinding authority of Order 122948 which approved the location of the proposed liquified petroleum gas bulk storage and transfer facilities of Rockgas Propane Limited at Hazelton, British Columbia, mileage 51.45 Bulkley Subd., C.N.R.
- R-4043 December 3 -- Authorizing the C.P.R. to replace the existing steel span on its bridge over the C.N.R.'s Spur Line in the Town of Trenton, Ont., at mileage 103.1 Belleville Subd., and authorizing the Railway to operate over the said bridge during the period of replacing the span.
- R-4044 December 3 -- Rescinding authority of Order R-339 and approving the location of the proposed new office building and warehouse extension of Imperial Oil Limited at its flammable liquid bulk marketing plant in Bow Island, Alta., at mileage 41.0 Taber Subd., C.P.R.
- R-4045 December 3 -- Approving the location of the proposed temporary anhydrous ammonia transfer facilities of the H.E. Oke Sales Limited at Didsbury, Alta., near mileage 46.3 Red Deer Subd., C.P.R.
- R-4046 December 3 -- Rescinding authority of Order 73012 which required that no engine car or train shall exceed a speed of 10 m.p.h. when it is approaching within 500 feet of the crossing of the C.N.R. and Berri Street in the Town of Malartic, County of Abitibi, P.Q., at mileage 52.9 Val d'Or Subd.
- R-4047 December 3 -- Authorizing Municipal Corporation of St-Paul d'Abbotsford, P.Q., to construct Villa Fortier Road across the C.N.R. at mileage 20.9 Granby Subd.
- R-4048 December 3 -- Approving changes in the automatic protection at the crossing of the C.N.R. and Highway at Torryburn, N.B., at mileage 81.38 Sussex Subd.
- R-4049 December 3 -- Approving changes in the automatic protection at the crossing of the C.N.R. and Brimley Road in Scarborough, Ont., at mileage 324.22 Kingston Subd.

- R-4050 December 3 – Approving the location of the proposed temporary diesel fuel oil bulk storage and transfer facilities of the C.N.R. at Nakina, Ont., near mileage 143.0 Caramat Subd.
- R-4051 December 3 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. on Highway No. 10 near Varcoe, Man., at mileage 53.98 Varcoe Subd.
- R-4052 December 3 – Authorizing the County of St. Paul No. 19 to construct County Road where it crosses the C.N.R. at mileage 151.23 Coronado Subd. in the SW1/4-26-56-5-W4M, Alta., and upon completion requiring the Railways to close the existing crossing at mileage 151.64 Coronado Subd.
- R-4053 December 3 – Rescinding authority of Order 89720 which approved the location of the facilities for the handling and storage of flammable liquids of the British Columbia Power Commission at Vanderhoof, B.C., near mileage 69.54 Nechako Subd., C.N.R.
- R-4054 December 3 – Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 10.83 and 11.35 on the east side of its Minnedosa Subd. in Man.
- R-4055 December 3 – Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 2.0 and 2.7 on the south side of its Carberry Subd., in Man.
- R-4056 December 3 – Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 0.14 and 0.96 on both sides of its Stewart Valley Subd., in Sask.
- R-4057 December 3 – Assessing the cost of maintenance of the crossing of the C.P.R. and the Highway in Lot 10, Concession 3, Township of Burwash, District of Sudbury, Ont., at mileage 107.36 Parry Sound Subd. on the Burwash and Hendrie Local Roads Board.
- R-4058 December 3 – Approving the relocation of reflectorized signs from the crossing of the C.N.R. and King Street at mileage 13.00 Dartmouth Subd., N.S., to another crossing of a public road at mileage 1.90 Hanley Spur off mileage 172.70 Kingston Subd., Ont.
- R-4059 December 3 – Approving changes in the automatic protection at the crossing of the C.N.R. and the Highway in Gallants, Nfld., at mileage 434.90 Port aux Basques Subd.
- R-4060 December 3 – Authorizing the C.P.R. to construct a diversion of the Municipal Road across its railway in the NE1/4-15-9-17-W3M in the R.M. of Bone Creek No. 108, Sask., at mileage 106.74

Shaunavon Subd., and upon completion to remove the existing overhead bridge which carries the Municipal Road across and over its tracks at mileage 106.58 Shaunavon Subd.

- R-4061 December 3 - Approving changes in the automatic protection at the crossing of the C.N.R. and John Street in Aylmer, Ont., at mileage 108.39 Cayuga Subd.
- R-4062 December 3 - Rescinding authority of Order 100757 which approved the location of the proposed flammable liquid bulk storage facilities of Canadian Oil Companies Limited at Victoriaville, P.Q., at mileage 55.0 Danville Subd., C.N.R.
- R-4063 December 3 - Authorizing the Townships of Muskoka and Draper to realign and widen Canada Foils Road where it crosses the C.N.R. in the District of Muskoka, Ont., at mileage 120.39 Newmarket Subd., and requiring the Railways to install automatic protection at the crossing.
- R-4064 December 4 - Authorizing the Township of Louth, Ont., to reconstruct 21st Street where it crosses the C.N.R. between Lots 20 and 21, Concession 2, at mileage 18.13 Grimsby Subd., and requiring the Railways to install automatic protection at the crossing.
- R-4065 December 10 - Amending Order 124776 which required the C.P.R. to install automatic protection at the crossing of its railway and Freeport Road (Bell Avenue) in the Town of Cowansville, P.Q., at mileage 5.78 Newport Subd.
- R-4066 December 10 - Approving changes in the automatic protection at the crossing of the C.P.R. and 47th Avenue in Wetaskiwin, Alta., at mileage 56.84 Leduc Subd.
- R-4067 December 10 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Mossman Road, County of Lunenburg, N.S., at mileage 4.63 Middleton Subd.
- R-4068 December 10 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Highway 104 in Millville, N.B., at mileage 0.35 Southampton Subd.
- R-4069 December 10 - Requiring the Dominion Atlantic Railway to install automatic protection at the crossing of its railway and Shore Road in Clifton, N.S., at mileage 50.76 Truro Subd.
- R-4070 December 10 - Amending Order R-539 which required the C.N.R. to improve the automatic protection at the crossing of their railway and Highway No. 62, south of Bancroft, Ont., at mileage 114.98 Marmora Subd.

- R-4071 December 10 — Requiring the C.P.R. to install automatic protection at the crossing of the west leg of its wye track and the Highway No. 101 in Fredericton Junction, N.B. at mileage 0.14 Fredericton Subd.
- R-4072 December 10 — Authorizing payment from the Railway Grade Crossing Fund to the Canadian General Transit Company Limited towards the cost of placing of reflective markings on the sides of 151 cars during the period from January 1 to June 30, 1968.
- R-4073 December 10 — Requiring the C.N.R. to install automatic protection in lieu of the existing protection at the crossing of their railway and Elgin County Road No. 21 in Port Stanley, Ont., at mileage 22.83 Talbot Subd.
- R-4074 December 10 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Heron Road in the City of Ottawa, Ont., at mileage 1.82 Ellwood Subd.
- R-4075 December 10 — Authorizing the County of Peterborough, Ont., to reconstruct County Road No. 50 where it crosses the C.P.R. in Lot 5, Concessions 5 and 6, Township of Belmont, at mileage 90.18 Havelock Subd.
- R-4076 December 10 — Requiring the C.P.R. to install additional lights to the existing protection at the crossing of its railway and Pharmacy Avenue in the Corporation of the Borough of Scarborough, Ont., at mileage 201.95 Belleville Subd.
- R-4077 December 10 — Approving plan and profile showing a permanent deviation of a portion of the C.P.R.'s Steveston Branch in British Columbia, and authorizing the Railway to reconstruct its bridge over the north arm of the Fraser River at mileage 0.21 Steveston Branch, and to reconstruct and improve the portion of the said bridge carrying its tracks over River Road in the District of Richmond, which includes Piers Nos. 6 and 7.
- R-4078 December 10 — Authorizing the C.N.R. to remove two additional light units on the signal in the southeast angle of the crossing of their railway and Provincial Trunk Highway No. 4 in Elrose, Sask., at mileage 49.53 Elrose Subd.
- R-4079 December 10 — Approving the location of the proposed additional diesel fuel oil storage tank and associated piping of the C.N.R. at Hudson Bay, Sask., near mileage 101.07 Erwood Subd.
- R-4080 December 10 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Kenny Street, in Terrace, British Columbia, at mileage 1.15 Skeena Subd.

- R-4081 December 10 — Amending Order 122319 which required the C.P.R. to install automatic protection at the crossing of its railway and Highway No. 28 in Cookshire, P.Q., at mileage 47.42 Megantic Subd., and mileage 0.18 Sawyerville Subd.
- R-4082 December 10 — Rescinding authority of Order 124248 and approving the location of the flammable liquid bulk storage and transfer facilities of the British American Oil Company Limited at Glendon, Alta., near mileage 18.8 Bonnyville Subd., C.N.R.
- R-4083 December 10 — Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Harrington Stetar Fertilizers Limited at Monarch, Alta., near mileage 15.5 Crowsnest Subd., C.P.R.
- R-4084 December 10 — Approving the less-than-standard side clearances on the siding serving the Great Atlantic and Pacific Tea Company Limited off mileage 10.65 Galt Subd., C.P.R., in the Borough of Etobicoke, County of York, Ont., provided signs indicating less-than-standard side clearances are erected.
- R-4085 December 10 — Approving the location of the proposed additional flammable liquid storage tanks, office building and warehouse extension and existing tank truck transfer facilities of Imperial Oil Limited at Lampman, Sask., near mileage 67.4 Lampman Subd., C.N.R.
- R-4086 December 10 — Authorizing the Quebec Department of Roads to reconstruct the Lower Road where it crosses the C.P.R. in the Town of Cookshire, County of Compton, P.Q., at mileage 47.94 Megantic Subd., and requiring the Railway to install automatic protection at the crossing.
- R-4087 December 10 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and the public road in Coalhurst, Alta., at mileage 6.23 Crowsnest Subd.
- R-4088 December 10 — Approving the location of the proposed temporary anhydrous ammonia transfer facilities of the Henker Farm Equipment Limited at Claresholm, Alta., near mileage 52.1 Crowsnest Subd., C.P.R.
- R-4089 December 10 — Approving the location of the proposed temporary anhydrous ammonia transfer facilities of the Henker Farm Equipment Limited at Stavely, Alta., near mileage 70.3 MacLeod Subd., C.P.R.
- R-4090 December 10 — Authorizing the C.N.R. to construct a siding across the roadway in the Town of Trenton, County of Hastings, Ont., commencing at mileage 231.6 Kingston Subd., to serve Crane of Canada Limited.

- R-4091 December 10 — Authorizing the Village of Brighton, Ont., to construct a road diversion south of Railway rights of way eliminating crossings of Division Street and the C.N.R. at mileage 241.67 Kingston Subd., and the C.P.R. at mileage 112.39 Belleville Subd., and upon completion requiring the railways to close the crossing of their respective right-of-way.
- R-4092 December 10 — Authorizing the Saskatchewan Department of Highways and Transportation to widen Highway No. 13 where it crosses the C.P.R. in the SE1/4-5-8-19-W3M Sask. at mileage 7.0 Altawan Subd.
- R-4093 December 10 — Requiring the Village of Cookstown, Ont., to reconstruct the crossing of Queen Street and the C.N.R., at mileage 68.24 Beeton Subd., and requiring the Railways to relocate the automatic protection to provide for the reconstructed crossing.
- R-4094 December 10 — Amending Order 125113 which authorized the installation of automatic protection at the crossing of the C.N.R. and Fraser Road in the Township of Charlottenburg, Ont., at mileage 56.65 Kingston Subd.
- R-4095 December 10 — Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 20 south of Stamford, Ont., at mileage 5.26 Welland Subd.
- R-4096 December 10 — Authorizing the Hydro Quebec to remove or relocate its existing facilities to permit the reconstruction of the overhead bridge carrying Highway No. 2 over the C.N.R. in the City of Lauzon, County of Levis, P.Q., at mileage 110.78 Montmagny Subd.
- R-4097 December 10 — Amending Order 117327 which authorized the Township of Etobicoke, Ont., to construct a subway to carry Martin Grove Road across and under three tracks of the C.N.R. at mileage 11.73 Weston Subd.
- R-4098 December 10 — Amending Order R-3731 concerning the crossing of Aspen Street and the C.P.R. in the Village of Saint Claude, Man., at mileage 57.44 Glenboro Subd.
- R-4099 December 10 — Approving changes in the automatic protection at the crossing of the C.P.R. and Highway No. 531 in Bonfield, Ont., at mileage 97.78 North Bay Subd.
- R-4100 December 10 — Rescinding authority of Order 115451 which approved the location of flammable liquid bulk storage facilities of Shell Canada Limited (North Star Division) at Beatty, Sask., at mileage 107.10 Tisdale Subd., C.N.R.

- R-4101 December 10 -- Rescinding authority of Order 96226 which approved the proposed location of facilities for the handling and storage of flammable liquids of the Canadian Oil Companies Limited at Melville, Sask., at mileage 0.40 Touchwood Subd., C.N.R.
- R-4102 December 10 -- Approving changes in the automatic protection at the crossing of the C.N.R. and north-south Forestry Trunk Road in the NW S-6-51-25-W5M, Alta., mileage 189.42 Edson Subd.
- R-4103 December 10 -- Authorizing the City of Kimberley, British Columbia, to construct St. Mary's Avenue across the C.P.R., at mileage 17.81 Kimberley Subd.
- R-4104 December 10 -- Authorizing the British Columbia Department of Lands, Forests and Water Resources to construct McCulloch-Wilkinson Forest Road across the C.P.R. at mileage 50.4 Carmi Subd.
- R-4105 December 10 -- Authorizing the Nova Scotia Department of Highways to construct Granton-Abercrombie Road across the C.N.R. Scott Spur which commences at mileage 71.43 Oxford Subd., and requiring the Railways to install automatic protection at the crossing.
- R-4106 December 10 -- Authorizing the City of Drumheller, Alta., to reconstruct 11th Street East across the C.N.R. at mileage 53.16 Drumheller Subd.
- R-4107 December 10 -- Authorizing the C.P.R. to construct an additional track across King Edward Avenue, in the District of Fraser Mills, British Columbia, at mileage 4.92 Westminster Subd., and to relocate the automatic protection to accommodate the new track.
- R-4108 December 10 -- Requiring the C.P.R. to install automatic protection of its railway and Highway No. 397 near Elstow, Sask., at mileage 84.17 Sutherland Subd.
- R-4109 December 10 -- Authorizing the removal of the speed limitation at the crossing of the Grand River Railway and Guelph Street in Preston, Ont., at mileage 3.66 Waterloo Subd.
- R-4110 December 10 -- Authorizing the R.M. of Meeting Lake No. 466 Sask., to realign and widen the Municipal Road where it crosses the C.N.R. East of the NE1/4-24-46-12-W3M at mileage 22.42 Robin Hood Subd.
- R-4111 December 10 -- Rescinding authority of Order 107092 which approved the location of flammable liquid bulk storage facilities of the Shell Oil Company of Canada Limited at Mont Laurier, P.Q., at mileage 138.3 Ste. Agathe Subd., C.P.R.

- R-4112 December 10 — Authorizing the City of Longueuil, P.Q., to construct Park Industrial Street across the C.N.R. at mileage 3.60 Sorel Subd.
- R-4113 December 10 — Approving the location of the proposed additional diesel fuel oil bulk storage and transfer facilities of the C.P.R. at Edmonton, Alta., near mileage 99.1 Leduc Subd.
- R-4114 December 10 — Authorizing payment from the Railway Grade Crossing Fund to the C.N.R. toward the cost of placing reflective markings on the sides of 2,077 cars during the period from January 1 to June 30, 1968.
- R-4115 December 10 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Chevrier Blvd. in the R.M. of Fort Garry, Man., at mileage 1.65 Letellier Subd., and to relocate the existing reflectorized signs to another crossing at Provincial Road No. 201 near Sundown, Man., at mileage 24.92 Ridgeville Subd.
- R-4116 December 10 — Approving revisions to tariffs filed by Bell Canada.
- R-4117 December 10 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and County Road No. 8 btwn. Concessions 5 & 6 in the Twp. of Nassagaweya, Ont., at mileage 36.06 Galt Subd.
- R-4118 December 10 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Speedvale Avenue in Guelph, Ont., at mileage 31.57 Fergus Subd.
- R-4119 December 10 — Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Bulyea Subd. in Sask.
- R-4120 December 10 — Exempting the C.N.R. from erecting and maintaining the right of way fences between mileages 77.40 and 77.87 South side Chatham Subd., Township of North Tilbury, County of Essex, Ont.
- R-4121 December 10 — Authorizing the C.N.R. to remove their station agent at Burks Falls, Ont., provided the station at Burks Falls is served under their Gravenhurst Master Agency Plan by an "on-hand room".
- R-4122 December 10 — Approving changes in the automatic protection at the crossing of the C.P.R. and Fulford Road in Bromont, P.Q., at mileage 113.65 Sherbrooke Subd.
- R-4123 December 10 — Authorizing the C.N.R. under specified conditions to operate their engines, cars and trains on sidings E-F-F1 which lead from the Murray Bay Subd., at mileage 1.49, P.Q.

- R-4124 December 10 – Approving less than standard side clearances on the siding serving the St. Lawrence Starch Company Limited in Port Credit, Ont., off mileage 12.54 Oakville Subd., provided signs indicating less than standard clearances are erected.
- R-4125 December 10 – Approving changes in the automatic protection at the crossing of the C.N.R. and Guelph Avenue in Hespeler, Ont., at mileage 22.37 Fergus Subd.
- R-4126 December 10 – Assessing the cost of maintenance of the crossing of the C.P.R. and Provincial Road No. 606 formerly No. 430 in Austin, Man., at mileage 85.00 Carberry Subd. on the Highways' Department of Manitoba.
- R-4127 December 10 – Authorizing the Hamilton Wentworth Suburban Roads Commission to remove the existing superstructure of the overhead bridge at mileage 3.75 Dundas Subd. of the C.N.R. and replace it with a Bailey Bridge.
- R-4128 December 10 – Exempting the C.N.R. from complying with requirements of subsection (2) of section 8 of Order No. R-1421 as amended by Order R-3191 re regulations pertaining to passenger trains services.
- R-4129 December 16 – Amending Order R-2147 which authorized the installation of automatic protection at the crossing of the Pennsylvania New York Central Transportation Company and Norfolk County Road No. 15 in the Township of Townsend, Norfolk County, Ont., at mileage 65.51 Main Line Subd.
- R-4130 December 16 – Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 25.75 and 26.10 on the south side of its Rosetown Subd. in Sask.
- R-4131 December 16 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Wood Mountain Subd. in Sask.
- R-4132 December 16 – Exempting the C.P.R. from erecting and maintaining the right of way fences between mileages 34.8 and 35.3 on the north side of its Lac du Bonnet Subd., in Man.
- R-4133 December 16 – Revoking authority of Order 76198 and approving the location of the proposed additional flammable liquid storage tanks and transfer facilities of Texaco Canada Limited at Manitou, Man., near mileage 100.45 La Riviere Subd., C.P.R.
- R-4134 December 16 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, the first crossing east of the station at Barwick, Ont., at mileage 116.17 Fort Frances Subd.

- R-4135 December 16 Approving the location of the proposed additional and revised flammable liquid bulk storage and transfer facilities of British American Oil Company Limited at Dawson Creek, British Columbia, near mileage 137.95 Grande Prairie Subd., Northern Alberta Railways Company.
- R-4136 December 16 Approving the location of the proposed diesel fuel oil bulk storage and transfer facilities of C.P.R. at Agincourt, Ont., near mileage 197.0 Belleville Subd.
- R-4137 December 16 Authorizing the Department of Indian Affairs and Northern Development to construct a public road across the C.P.R. in the Nipissing Indian Reserve No. 10 near Beaucage, Ont., at mileage 11.39 Cartier Subd.
- R-4138 December 16 Authorizing the Township of Albion to widen 5th Line Road where it crosses the C.P.R. in Bolton, Ont., at mileage 23.80 MacTier Subd., and requiring the Railway to install automatic protection at the crossing.
- R-4139 December 16 Authorizing the R.M. of Birtle, Man., to improve the vision at the crossing of the C.P.R. and the Municipal Road between Sections 7 & 18-18-27-WPM, at mileage 68.67 Bredenbury Subd.
- R-4140 December 16 Authorizing the R.M. of Laird No. 404, Sask., to widen Municipal Road where it crosses the C.N.R. at mileage 24.3 Carlton Subd. in Waldheim, Sask.
- R-4141 December 16 Amending Order R-803 which required the C.P.R. to relocate the reflectorized signs installed at the crossing of its railway at mileage 53.41 Emerson Subd. in Man. to another crossing at a public road at mileage 51.12 Arborg Subd.
- R-4142 December 16 Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Cedarview Road in Bells Corners, Ont., at mileage 15.1 Ottawa Subd.
- R-4143 December 16 Authorizing the removal of speed limitation at the crossing of King Edward Street and the King Edward Street "J" Lead of the C.P.R., Winnipeg Terminal Subd., City of St. James, Man.
- R-4144 December 16 Revoking authority of Order 124521 and approving the location of the proposed imperial gallon flammable liquid underground storage tank and associated pumping equipment of Texaco Canada Limited at Carman, Man. near mileage 43.6 Carman Subd., C.N.R.
- R-4145 December 16 Approving the location of the proposed temporary anhydrous ammonia transfer facilities of the Lacombe Fertilizer and

Farm Supply Limited at Netook, Alta. near mileage 62.9 Red Deer Subd., C.P.R.

- R-4146 December 16 -- Revoking authority of Order 104251 and approving the location of the proposed additional imperial gallon flammable liquid vertical storage tank and transfer facilities of Texaco Canada Limited at Princeton, B.C., near mileage 70.5 Princeton Subd., C.P.R.
- R-4147 December 16 -- Approving Supplement No. 5 to Traffic Agreement between Bell Canada and the Commissioners for the Telephone System of the Municipality of the Township of Pelee Island.
- R-4148 December 16 -- Declaring the crossing of the C.N.R. and St. Jacques Street in the City of St. Romuald d'Etchemin, P.Q., at mileage 4.49 St. Romuald Subd. a public crossing and authorizing the City of St. Romuald d'Etchemin to reconstruct the crossing and requiring the Railways to install automatic protection at the crossing.
- R-4149 December 16 -- Amending Order R-670 which authorized the C.P.R. to relocate the existing reflectorized signs from the crossing of its railway and Rock Creek-Kelowna Highway at Westbridge, British Columbia, mileage 20.42 Carmi Subd. to another crossing of a public road at mileage 24.25 Cascade Subd.
- R-4150 December 16 -- Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road near Vulcan, Alta., at mileage 52.95 Aldersyde Subd.
- R-4151 December 16 -- Authorizing the C.N.R. to remove the signals and install "STOP" signs at the crossing of their railway at mileage 14.7 Avonlea Subd. and the Railway of the C.P.R. mileage 28.0 Assiniboia Subd. at Forward, Sask.
- R-4152 December 16 -- Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages on their Huron Park Industrial Spur which commences at mileage 3.96 Waterloo Subd. Galt Branch in Ont.
- R-4153 December 16 -- Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 86.20 and 86.70 on both sides of its Indian Head Subd. in Sask.
- R-4154 December 16 -- Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 8.50 and 9.63 on both sides of its Lanigan Subd. in Sask.
- R-4155 December 16 -- Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Broadview Subd. in Man.

- R 4156 December 16 — Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 94.70 and 95.21 on both sides of its Arcola Subd. in Sask.
- R 4157 December 16 — Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 1.22 and 1.40 on the south side of its Port Burwell Subd. in Ont.
- R-4158 December 16 — Requiring the C.N.R. to relocate the reflectorized signs from the crossing of their railway and the intersection of Victoria Avenue and Ninth Street at mileage 79.03 Pleasant Point Subd. in the City of Brandon, Man. when the said crossing is closed, to other crossings of public roads at mileages 7.08 and 8.11 Ste. Rose Subd.
- R-4159 December 16 — Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and Brook North Road in the Township of Hamilton, Ont., at mileage 262.91 Kingston Subd. to another crossing of a public road at mileage 74.34 Marmora Subd.
- R-4160 December 16 — Authorizing the City of Fredericton, N.B. to widen University Avenue where it crosses the tracks of the C.P.R. at mileage 21.49 Fredericton Subd. and the C.N.R. at mileage 69.24 Oromocto Subd. and to synchronize the traffic signals at the intersection of Beaverbrook Street and University Avenue with the automatic protection at the crossing of University Avenue and the Railways and authorizing the Railways to make changes in the protection to provide for the synchronization.
- R-4161 December 16 — Authorizing the Saskatchewan Department of Highways and Transportation to widen Highway No. 13 where it crosses the C.P.R. at mileage 22.07 Altawan Subd. in the SE1/4-32-6-21-W3M in Sask.
- R-4162 December 16 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the public road at mileage 36.83 Three Hills Subd. in Alta.
- R-4163 December 16 — Extending the period within which Maurice Lefebvre is authorized to locate his proposed temporary anhydrous ammonia transfer facilities at Melfort in Sask., C.P.R.
- R 4164 December 16 — Approving Appendix "A" and Supplement Nos. 5, 6, 7, 8 and 9 to Traffic Agreement between Bell Canada and the Northern Telephone Limited (Nakina).

- R-4165 December 16 -- Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Roger Creek Road in Port Alberni, British Columbia, at mileage 37.4 Port Alberni Subd.
- R-4166 December 16 -- Authorizing the Highways Department of Manitoba to reconstruct Provincial Trunk Highway No. 3 where it crosses the C.P.R. North of the NE1/4-36-3-25-W near Medora, Man. at mileage 101.72 Napinka Subd.
- R-4167 December 16 -- Approving changes in the automatic protection at the crossing of the C.N.R. and Victoria Street in Whitby Ont., at mileage 304.59 Kingston Subd.
- R-4168 December 16 -- Requiring the C.N.R. to install automatic protection at the crossing of their railway and East Puce River Road in the Township of Maidstone, Ont., at mileage 93.73 Chatham Subd.
- R-4169 December 16 -- Approving changes in the automatic protection at the crossing of the C.N.R. and Dunlop Drive in Whitby, Ont., at mileage 304.29 Kingston Subd.
- R-4170 December 16 -- Rescinding authority of Order 120732 which authorized Perini Limited to construct a temporary overhead bridge to carry a private roadway over the C.N.R. in Ont. at mileage 10.7 Weston Subd.
- R-4171 December 16 -- Authorizing the City of Estevan, Sask., to construct Second Avenue across the C.P.R. Industrial Lead.
- R-4172 December 16 -- Approving changes in the automatic protection at the crossing of the C.P.R. and Cottonwood Road in St. Boniface, Man. at mileage 3.18 Emerson Subd.
- R-4173 December 16 -- Rescinding authority of Order 86915 which approved the location of pipe lines, pumping facilities, dykes, and vertical storage tanks and unloading point of the British Columbia Power Commission near the tracks of the C.N.R. at Houston, British Columbia.
- R-4174 December 16 -- Authorizing the removal of the speed limitation at the crossing of the Grand River Railway and Borden Avenue in Kitchener, Ont., at mileage 0.94 Ottawa Street Spur Waterloo Subd.
- R-4175 December 16 -- Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in Hanna, Alta., at mileage 136.07 Oyen Subd.

- R-4176 December 16 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Hamiota Co-Operative (1958) Limited at Hamiota, Man., near mileage 51.12 Miniota Subd., C.P.R.
- R-4177 December 16 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Grand St. Esprit Road in the Municipality of St. Jean Baptiste de Nicolet, Nicolet County, P.Q., at mileage 77.93 Sorel Subd.
- R-4178 December 16 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Penobsquis Back Road, N.B., at mileage 37.22 Sussex Subd.
- R-4179 December 16 – Approving Supplement No. 6 to Traffic Agreement between Bell Canada and Le Telephone de Contrecoeur Limitée.
- *R-4180 December 18 – Authorizing limitation of liability in respect of rate of 390 cents per 100 pounds on Floor Coverings, viz.: Carpeting from Cornwall, Ont., to Calgary, Alta., filed by the Canadian Freight Association on behalf of the C.N.R. and C.P.R. (See page 581, 58 R.T.C.)
- R-4181 December 19 – Amending Order R-2249 which authorized the installation of automatic protection at the crossing of the C.N.R. and Cote St-Vincent in the Municipality of St-Benoit, P.Q., at mileage 8.77 Grenville Subd.
- R-4182 December 19 – Authorizing the C.P.R. to construct a ferry slip at Pier "A" in the City of Vancouver, British Columbia.
- R-4183 December 19 – Authorizing the Bulkley Valley Pulp & Timber Limited to construct a bridge to carry its logging road over the C.N.R. at mileage 88.35 Telkwa Subd. in British Columbia.
- R-4184 December 19 – Approving changes in the automatic protection at the crossing of the C.N.R. and Bridge Street in Hastings, Ont., at mileage 41.20 Campbellford Subd.
- R-4185 December 19 – Approving the relocation by the White Pass & Yukon Route of the crossing of the railway of the British Yukon Railway Company and Miles Canyon Road at mileage 106.4 Yukon Territory.
- R-4186 December 19 – Approving changes in the automatic protection at the crossings of the C.N.R. and Highway No. 23 in Listowel Ont., at mileage 0.22 Kincardine Subd. and mileage 27.64 Newton Subd.

- R-4187 December 19 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and 63rd Avenue in South Edmonton, Alta., at mileage 95.76 Leduc Subd.
- R-4188 December 19 — Amending Order R-3852 which authorized the C.N.R. to operate their engines, cars and trains over the permanent deviation of their main line and under the overhead bridge carrying Trans-Canada Highway over their track near Cornerbrook, in Nfld., at mileage 401.76 Bishop's Falls Subd.
- R-4189 December 19 — Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Alberta Pool Elevators Limited at Sylvan Lake, Alta., near mileage 51.5 Brazeau Subd., C.N.R.
- R-4190 December 19 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and River Road in Passekeag, N.B., at mileage 61.1 Sussex Subd.
- R-4191 December 19 — Rescinding authority of Order 48147 and authorizing the British Columbia Dept. of Highways to realign and widen Island Highway where it crosses the C.P.R. (Esquimalt & Nanaimo Railway) at mileage 106.05 Victoria Subd. and requiring the Railway to relocate the existing automatic protection to provide for the widened crossing.
- R-4192 December 19 — Approving the less than standard overhead and side clearances on the sidings serving the loadout building of Sylvite of Canada Limited which commence at mileage 50.74 Neudorf Subd. in Rocanville, Sask., C.P.R., provided signs indicating less than standard overhead and side clearances are erected.
- R-4193 December 19 — Requiring the C.N.R. upon the closing of the crossing of their railway at mileage 78.90 Pleasant Point Subd. in Man. to relocate the existing reflectorized signs to other crossings of their railway and public roads at mileages 9.13 and 10.16 Ste. Rose Subd.
- R-4194 December 19 — Approving changes in the automatic protection at the crossing of the C.P.R. and Jefferson Avenue in West Kildonan, Man., at mileage 2.2 Winnipeg Beach Subd.
- R-4195 December 19 — Authorizing the Quebec Department of Roads to construct a subway to carry Highway No. 13 across and under the C.N.R. in the Municipality of St. Leonard d'Aston, County of Nicolet, P.Q., at mileage 80.56 Drummondville Subd. eliminating an existing crossing at mileage 80.44 Drummondville Subd.

- R-4196 December 19 -- Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Somerset Road in Wellington, British Columbia, mileage 77.9 Victoria Subd.
- R-4197 December 19 -- Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Highway No. 6 east of Pangman, Sask., at mileage 34.72 Assiniboia Subd.
- R-4198 December 19 -- Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road near Ardill, Sask., at mileage 42.04 Gravelbourg Subd.
- R-4199 December 19 -- Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in the Village of Gilbert Plains, Man., at mileage 20.10 Togo Subd.
- R-4200 December 19 -- Authorizing the C.N.R. to operate their engines, cars and trains over the temporary track diversions of their St. Hyacinthe and St. Judes Subd. in the City of St. Hyacinthe, P.Q., in the vicinity of mileage 41.55 St. Hyacinthe Subd.
- R-4201 December 19 -- Approving changes in the automatic protection at the crossing of the C.N.R. and Waterloo Street in Kitchener Ont., at mileage 62.93 Guelph Subd.
- R-4202 December 19 -- Approving toll published in Tariff filed by the C.P.R. under Section 8 of the M.F.R.A.
- R-4203 December 19 -- Approving toll published in Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-4204 December 19 -- Approving tolls published in Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-4205 December 19 -- Approving tolls published in Supplement No. 1 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-4206 December 19 -- Approving tolls published in Supplement No. 3 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-4207 December 19 -- Approving the location of the proposed temporary methanol transfer facilities of Chemcell Limited at Cowichan Bay, British Columbia, near mileage 7.29 Tidewater Subd., C.N.R.
- R-4208 December 19 -- Approving the location of the proposed additional and existing flammable liquid facilities of the British Columbia American Oil Company Limited at The Pas, Man., near mileage 87.6 Turnberry Subd., C.N.R.

- R-4209 December 19 — Authorizing the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Louise Avenue in the City of Brandon, Man. at mileage 79.14 Pleasant Point Subd., when the crossing has been closed, to another crossing and the public road at mileage 6.06 Ste. Rose Subd.
- R-4210 December 19 — Amending Order R-3643 which authorized the Alberta Department of Highways to construct twin overhead bridges to carry Highway No. 16 across the C.P.R. between Sections 9 and 16-53-23-W4M Alta., at mileage 164.59 Willingdon Subd. replacing the existing level crossing at the same location.
- R-4211 December 19 — Approving changes in the automatic protection at the crossing of the C.N.R. and John Street north of Doncaster, Ont., at mileage 16.32 Bala Subd.
- R-4212 December 19 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in the R.M. of Preeceville near Sturgis, Sask., at mileage 22.16 Assiniboine Subd.
- R-4213 December 19 — Requiring the C.N.R. to relocate the reflectorized signs from crossings of their railway in the City of Ottawa, Ont., at mileage 0.13 Industrial Lead, Ottawa Subd., and the railway of the C.P.R. at mileage 0.30 South Freight Shed Lead, to another crossing of their railway at a public road at mileage 1.96 North Freight Shed Lead and a crossing of the C.P.R. at mileage 2.39 South Freight Shed Lead.
- R-4214 December 19 — Authorizing the C.P.R. to construct an overhead farm crossing at mileage 54.9 Galt Subd., in Lot 2, Twp. of North Dumfries, Ont.
- R-4215 December 19 — Approving changes in the automatic protection at the crossing of the C.N.R. and Montee St. Polycarpe, in de Beaujeu, P.Q., at mileage 6.17 Alexandria Subd.
- R-4216 December 19 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road, east of Halbrite, Sask., mileage 102.55 Portal Subd.
- R-4217 December 19 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in Val Rita, Ont. mileage 75.1 Kapuskasing Subd.
- R-4218 December 19 — Rescinding authority of Order 73242 and requiring that no engine, car or train shall pass over the crossing of the C.N.R. and Wellington Street in St. Thomas, Ont., mileage 15.63 Talbot Subd., at a speed greater than ten miles per hour.

- *R-4219 December 19 – Authorizing the C.P.R. to remove the station agent at Wetaskiwin, Alta., relative to the provisions of Order R-1994. (See page 582, 58 R.T.C.)
- R-4220 December 19 – Authorizing the City of Kingston, Ont., to construct a road to the Golf Course and Recreational Development across the C.N.R. Hanley Spur, mileage 0.43 off mileage 172.70 Kingston Subd., and requiring the Railways to close the existing crossing at mileage 0.64 Hanley Spur.
- R-4221 December 19 – Rescinding authority of Order 103641 which approved the location of the flammable liquid bulk storage facilities of Imperial Oil Ltd., at Handsworth, Sask., mileage 22.2 Corning Subd. C.N.R.
- R-4222 December 19 – Amending Order R-1539 which required the C.N.R. to install automatic protection at the crossing of their railway and the NS Municipal District Road, west of Heath yard in the MD of Wainwright No. 61, Alta., mileage 128.28 Wainwright Subd. and to relocate the existing reflectorized signs to another crossing at mileage 128.30.
- R-4223 December 19 – Authorizing the C.N.R. to operate their engines, cars and trains on the siding serving Alfred Giroux & Fils crossing Pruneau Avenue in the Town of Ville Vanier, P.Q., mileage 0.17 Ville Vanier Industrial Spur off mileage 3.09 Laitet Subd.
- R-4224 December 19 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road at mileage 0.86 Wheat Pool Lead off mileage 5.1 Warman Subd., in Saskatoon, Sask.
- R-4225 December 23 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Dosquet-Ste. Croix Road, in the Mun. of Laurier Station, County of Lotbinière, P.Q., mileage 29.43 Drummondville Subd.
- R-4226 December 23 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Hwy. No. 46 (Main Street), in Macamic, P.Q., mileage 87.24 Taschereau Subd.
- R-4227 December 23 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road, in Eardley, P.Q., mileage 20.56 Waltham Subd.
- R-4228 December 23 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, Twp. of Owens, Ont., mileage 76.09 Kapuskasing Subd.

- R-4229 December 23 Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Regina Avenue, in Regina, Sask., mileage 114.36 Lewvan Subd.
- R-4230 December 23 – Authorizing the Department of Indian Affairs and Northern Development to construct the Visitors Service Centre Road across two tracks of the wye of the C.P.R. at Lake Louise, Alta.
- R-4231 December 23 – Dismissing application of the C.P.R. to remove the caretaker and station building at Pennfield, N.B.
- R-4232 December 23 – Authorizing the Newfoundland and Labrador Department of Highways to construct Glenwood west overhead bridge to carry Trans-Canada Hwy. over the C.N.R. at mileage 231.48 Clarendville Subd.. replacing the existing crossing at mileage 231.45, in Nfld.
- R-4233 December 23 – Requiring the C.P.R. to relocate the existing reflectorized signs from the crossing of its railway and Hilliers Road at Hilliers, British Columbia, mileage 7.7 Port Alberni Subd., to another crossing at mileage 24.25 Cascade Subd.
- R-4234 December 23 – Amending Order 124218 which required the C.N.R. to install automatic protection at the crossing of their railway and Coteau des Erables Road, Mun. of St. Jean Baptiste de l'Isle-Verte, P.Q., mileage 175.14 Mont-Joli Subd.
- R-4235 December 23 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Hwy. No. 3, at Gold River, N.S., mileage 55.62 Chester Subd.
- R-4236 December 23 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway in the Village of Dalhousie Junction, N.B. mileage 164.36 Newcastle Subd.
- R-4237 December 23 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the highway in the Parish of Bathurst, County of Gloucester, N.B., mileage 96.52 Newcastle Subd.
- R-4238 December 23 – Requiring the C.P.R. to relocate the existing reflectorized signs at the crossing of its railway and 86th Street, City of Edmonton, Alta., mileage 171.74 Willingdon Subd., to another crossing of a public road at mileage 0.13 on the Industrial Lead off mileage 171.16 Willingdon Subd.
- R-4239 December 23 – Amending Order No. 121786 which required the C.N.R. to install automatic protection at the crossing of their railway and Lorne Avenue, City of Stratford, Ont., mileage 1.33 Thorndale Subd.

- R-4240 December 23 — Amending Order No. 122416 which required the C.N.R. to install automatic protection at the crossing of their railway and MacKenzie, Cambria and Dufferin Streets, City of Stratford, Ont., mileages 0.37, 0.38 and 0.41 Thorndale Subd., respectively.
- R-4241 December 23 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 270 at Smart, Man., mileage 133.85 Rivers Subd.
- R-4242 December 23 — Amending Order R-2770 which authorized the marking of signboards with reflective material and the maintenance thereof at certain crossings of the C.N.R.
- R-4243 December 23 — Approving the temporary removal of trackage of the Lake Erie & Northern Railway Co. (C.P.R.) and the signals at the crossing of its railway at mileage 21.3 and the railway of the Toronto, Hamilton and Buffalo Rly. Co., mileage 62.77 Waterford Subd., at Brantford, Ont.
- R-4244 December 23 — Authorizing the Newfoundland and Labrador Department of Highways to construct relocated Trans-Canada Hwy. No. 2 over the C.N.R., near Glenwood, Nfld., mileage 227.70 Clarendville Subd., by means of an overhead bridge which will eliminate an existing crossing at mileage 227.80 Clarendville Subd.
- R-4245 December 23 — Authorizing the C.P.R. to operate its engines, cars and trains over the relocated branch line serving Terminal Dock & Warehouse Co. Ltd., at Vancouver, British Columbia, off mileage 126.3 Cascade Subd.
- R-4246 December 23 — Amending Order 121409 which required the C.N.R. to install automatic protection at the crossing of their railway and Benoit Road, Mun. of Mont St. Hilaire, P.Q., mileage 50.84 St. Hyacinthe Subd.
- R-4247 December 23 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and St. Andrew Street East, Town of Fergus, Ont., mileage 0.99 Fergus Town Spur off mileage 46.3 Fergus Subd.
- R-4248 December 23 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Hwy. No. 22 at Hyde Park, Ont., mileage 1.73 Exeter Subd.
- R-4249 December 23 — Authorizing the C.N.R. to make changes in the automatic protection at the crossing of their railway and Laprairie-Hemmingford Road in Barrington, P.Q., mileage 11.38 Valley-field Subd.

- R-4250 December 23 — Approving changes in the automatic protection at the crossing of the C.N.R. and Concession Road, north of Bramley, Twp. of Innisfil, Ont., mileage 57.49 Newmarket Subd.
- R-4251 December 23 — Approving changes in the automatic protection at the crossing of the C.P.R. and Johnville Road, Twp. of Eaton, P.Q., mileage 58.41 Mégantic Subd.
- R-4252 December 23 — Authorizing the County of Kent, Ont., to realign and widen County Road No. 7 where it crosses the C.N.R., mileage 69.87 Chatham Subd.; requiring the Railways to make changes to trackage to provide for the realigned crossing and to install automatic protection at the crossing.
- R-4253 December 23 — Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Alberta Pool Elevators Ltd., at Joffre, Alta., near mileage 17.16 Brazeau Subd. C.N.R.
- R-4254 December 23 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Municipal Street, in Pembroke, Ont., mileage 0.25 Pembroke Spur off mileage 86.89 Beachburg Subd.
- R-4255 December 23 — Amending Order 124272 which required the C.N.R. to install automatic protection at the crossing of their railway and Notre-Dame Street, in the City of Drummondville, P.Q., mileage 98.72 Drummondville Subd.
- R-4256 December 23 — Amending Order 124636 which required the C.N.R. to install improved automatic protection at the crossing of their railway and Laurentian Blvd., City of St-Laurent, P.Q., mileage 143.17 Joliette Subd.
- R-4257 December 23 — Approving tolls published in tariffs filed by the C.N.R. under section 3 of the M.F.R.A.
- R-4258 December 23 — Rescinding authority of Order R-2868 and approving the location of the proposed additional 14' x 28' office building and existing tank truck transfer facilities of Imperial Oil Ltd., at Imperial, Sask., near mileage 58.8 Colonsay Subd. C.P.R.
- R-4259 December 23 — Authorizing the removal of the speed limitation at the crossing of the Great Northern Rly. Co. and Sperling Ave., in Burnaby, British Columbia mileage 150 Second Subd.
- R-4260 December 23 — Approving changes in signals between mileages 173.0 and 193.0 Edson Sd., of the C.N.R. in Alta.
- R-4261 December 23 — Amending Order 118793 which required the C.N.R. to relocate and improve the automatic protection at the crossing

- of their railway and Simon St. in Ste. Madeleine, P.Q., mileage 48.37 St. Hyacinthe Subd.
- R-4262 December 23 — Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Spruce Alberta Farms Ltd., at Spruce Grove, Alta., near mileage 19.9 Edson Subd. C.N.R.
- R-4263 December 23 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road at Glenvale, Ont. mileage 93.17 Kingston Subd.
- R-4264 December 23 — Approving changes in the automatic protection at the crossing of the C.N.R. and Boundary Road, east of Cardinal, Ont., mileage 103.86 Kingston Subd.
- R-4265 December 23 — Authorizing the C.P.R. to operate its engines, cars and trains under the reconstructed overhead bridge carrying Hwy. No. 6 across its track at Puslinch Station, Twp. of Puslinch, Ont., mileage 44.9 Galt Subd.
- R-4266 December 23 — Authorizing the C.N.R. to operate their engines, cars and trains on the bridge carrying their track over the road diversion in the NW1/4-20-53-6 W5M near Magnolia, Alta., mileage 61.29 Edson Subd.
- R-4267 December 23 — Approving the less than standard overhead and side clearances at the car unloading facility of Federal Grain Ltd., on trackage serving Pacific Elevators Shed No. 3, LaPointe Pier off mileage 3.90 Burrard Harbour Yard track, Vancouver Terminal, City of Vancouver, British Columbia, C.N.R.
- R-4268 December 23 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road west of LaSarre, P.Q., mileage 98.76 Taschereau Subd.
- R-4269 December 23 — Amending Order 119495 which required the Great Northern Rly. Co. to install automatic protection at the crossing of its railway and Elevator Road, District of Surrey, British Columbia, mileage 138.9 Third Subd.
- R-4270 December 23 — Amending Order 124090 which required the C.N.R. to install automatic protection at the crossing of their railway and 14th Range Road in Grande-Rivière West, Gaspé-South County, P.Q., mileage 52.66 Chandler Subd.
- R-4271 December 23 — Authorizing the Town of Bridgewater, N.S., to widen and improve La Have Street where it crosses the C.N.R., mileage 78.65 Chester Subd.

- R-4272 December 23 – Amending Order 124744 which required the C.N.R. to install automatic protection at the crossing of their railway and Ruisseau St-Pierre East Side Road, Mun. of St-Paul, P.Q., mileage 104.22 Joliette Subd.
- *R-4273 December 23 – Amending General Order E-7 of the Board of Transport Commissioners for Canada containing Rules governing the preparation of accounts to apply to joint projects undertaken under order of the Commission. (See page 583, 58 R.T.C.)
- R-4274 December 23 – Authorizing the C.N.R. to operate their engines, cars and trains over the temporary diversion in the vicinity of the proposed subway carrying Hwy. No. 2-C under their railway at mileage 3.75 Lairet Subd., Town of Duberger, P.Q.
- R-4275 December 23 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Egerton Street, in London, Ont., mileage 31.03 Thorndale Subd.
- R-4276 December 23 – Amending Order 121543 which required the C.N.R. to install automatic protection at the crossing of their railway and the highway, Parish of Notre-Dame-du-Sacré-Coeur-de-Rimouski, P.Q., mileage 127.27 Mont-Joli Subd.
- R-4277 December 23 – Authorizing the C.P.R. to remove the bell and danger sign at the crossing of its railway and Fifth Street, Town of Morden, Man., mileage 79.16 La Rivière Subd., under certain specific conditions.
- R-4278 December 23 – Authorizing the C.N.R. to make changes to the automatic protection at the crossing of their railway and 2nd Line East, east of Peel, Ont., mileage 13.36 Halton Subd.
- R-4279 December 23 – Authorizing the C.N.R. to operate their engines, cars and trains over the subway carrying their tracks across and over Steeles Ave., West in the Borough of North York, Ont., mileage 12.92 Newmarket Subd.
- R-4280 December 23 – Amending Order R-3049 which authorized the Quebec Department of Roads to reconstruct the overhead bridge carrying Hwy. 2-C over the C.P.R. at l'Ancienne-Lorette, County of Quebec, P.Q., mileage 152.61 Quebec Subd.
- R-4281 December 23 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Hwy. No. 59 (Panet Road), City of St. Boniface, Man., mileage 249.04 Redditt Subd.
- R-4282 December 23 – Approving the location of the proposed anhydrous ammonia bulk storage and transfer facilities of Simplot Chemical Co. Ltd., at Barons, Alta., near mileage 20.2 Aldersyde Subd. C.P.R.

- R-4283 December 23 — Rescinding authority of Order 119479 which approved the location of the proposed flammable liquid bulk storage and handling facilities of the British Columbia Co-operative Wholesale Society at Vanderhoof, British Columbia near mileage 69.53 Nechako Subd. C.N.R.
- R-4284 December 23 — Approving changes in the automatic protection at the crossing of the C.N.R. and 8th Street in Grand'Mère, P.Q., mileage 44.28 Joliette Subd.
- R-4285 December 23 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Birchmount Road, Borough of Scarborough, Ont. mileage 200.38 Belleville Subd., Toronto Terminals Division.
- R-4286 December 23 — Approving the revisions to tariffs filed by Bell Canada.
- R-4287 December 23 — Amending Order 120506 which authorized the Quebec Department of Roads to widen l'Espérance Road where it crosses the C.N.R. at Ste Apolline de Patton, P.Q., mileage 143.79 Monk Subd.
- R-4288 December 23 — Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and George V Avenue, Montreal East, P.Q., mileage 4.98 Longue Pointe Subd., to conform to the requirements of General Order E-6.
- R-4289 December 23 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Armour Road, in Peterborough, Ont., mileage 117.14 Havelock Subd.
- R-4290 December 23 — Dismissing application of the C.P.R. to remove the station agent and station building at Canterbury, N.B. mileage 22.4 Shogomoc Subd.
- R-4291 December 23 — Authorizing the C.P.R. to make changes to the signals between mileages 10 and 14 on the Galt Subd., Ont.
- R-4292 December 24 — Approving revisions to tariffs filed by Bell Canada.
- R-4293 December 24 — Approving the less than standard overhead clearances under Hwy. No. 5 overhead bridge, Town of Bromptonville, County of Richmond, P.Q., mileage 53.64 Sherbrooke Subd. over the C.N.R.
- *R-4294 December 30 — Authorizing the C.P.R. and the Quebec Central Rly. upon the establishment of their Customer Service Centre at Sherbrooke, P.Q., to remove station agents and caretakers from certain stations and requiring that the stations of the C.P.R. which are served by passenger trains be kept clean, heated and lighted. (See page 571, 58 R.T.C.)

- R-4295 December 30 — Amending Order R-2601 which authorized the improvement of the automatic protection at the crossing of the Toronto, Hamilton and Buffalo Rly and Cumberland Ave. City of Hamilton, Ont., mileage 0.19 Hamilton Belt Line.
- R-4296 December 31 — Granting leave to the C.N.R. & C.P.R. to open for the carriage of traffic the Industrial Lead between mileage 3.12 Ottawa Subd. (C.N.R.) and C.P.R. Ottawa Terminal Area (formerly mileage 84.7 M & O Subd.) and mileage 1.86 North Freight Shed Lead (C.N.R.).
- R-4297 December 31 — Authorizing the Ontario Department of Highways to reconstruct Hwy. No. 129 where it crosses the C.P.R. at mileage 84.0 Thessalon Subd., in River Lot 9, Twp. of Thessalon, District of Algoma, Ont., and requiring the Railway to relocate the automatic protection to provide for the widened crossing.
- R-4298 December 31 — Approving alterations carried out by the St. Lawrence Seaway Authority to bridge No. 1 carrying the tracks of the C.N.R. over the Welland Ship Canal, Ont., mileage 4.56 Lakeshore Spur.
- R-4299 December 31 — Approving changes in the automatic protection at the crossing of the C.N.R. and Prince Street, in Sorel, P.Q., mileage 44.52 Sorel Subd.
- R-4300 December 31 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Main Street in Welland, Ont., mileage 13.61 Welland Subd.
- R-4301 December 31 — Authorizing the removal of the speed limitation at the crossing of the British Columbia Hydro & Power Authority and Fraser Street, Vancouver, British Columbia, mileage 8.19 Vancouver Subd.
- R-4302 December 31 — Authorizing the C.N.R. to make changes in the automatic protection at the crossing of their railway and Laurier Street, in St. John's, P.Q., mileage 22.30 Rouses Point Subd.
- R-4303 December 31 — Granting leave to the C.N.R. to open for the carriage of traffic their Bruce Lake Branch Line commencing at mileage 50.3 Redditt Subd., near Amesdale, and ending in the vicinity of Bruce Lake, in Ont.
- R-4304 December 31 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Cambie Road, in Richmond, British Columbia, mileage 11.24 Lulu Island Subd.

- R-4305 December 31 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road at West Kildonan, Man., mileage 2.42 Winnipeg Beach Subd.
- R-4306 December 31 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and 8th Avenue and St. John Street, in Regina, Sask., mileage 93.5 Indian Head Subd.
- R-4307 December 31 — Approving the changes in the automatic protection at the crossing of the C.N.R. and Ste Geneviève Road, in St. Isidore, P.Q., mileage 209.56 Monk Subd.
- R-4308 December 31 — Authorizing the C.N.R. to remove the automatic protection at the crossing of their railway and Elizabeth Road (private road) leading to Symington Yard, in Man., mileage 149.94 Sprague Subd.
- R-4309 December 31 — Approving changes in the automatic protection at the crossing of the C.P.R., and Provincial Road No. 254, near Oak Lake, Man., mileage 35.68 Broadview Subd.
- R-4310 December 31 — Authorizing the C.P.R. to make changes to the automatic protection at the crossing of its railway and North Queen Street, Borough of Etobicoke, Ont., mileage 11.42 Galt Subd.
- R-4311 December 31 — Authorizing the Mun. of Metropolitan Toronto to repair and widen the Leaside Bridge which crosses over the C.N.R., mileage 5.5 Bala Subd., Ont.
- R-4312 December 31 — Authorizing the Town of Boucherville, P.Q., to construct a public road across the C.N.R., mileage 2.35 Sorel Subd.
- R-4313 December 31 — Approving changes in the signals on the Cascade Subd., of the C.P.R., between mileages 0.0 and 52.0 in British Columbia, and exempting the Railway from application of subsection (1) of section 53 of General Order E-14 at switches at mileages 7.90 and 8.05 provided that no engine, car or train shall clear the main track at the said switches.
- R-4314 December 31 — Approving revisions to tariffs filed by Bell Canada,
- R-4315 December 31 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Notre-Dame St., Town of St. Félicien, P.Q., mileage 29.40 Roberval Subd.
- R-4316 December 31 — Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, Strathroy, Ont., mile 18.7 Strathroy Subd.

- R-4317 December 31 - Authorizing the removal of the speed limitation at the crossing of the railway of the Penn Central Co. and Quarter Town Line Road, Twp. of Dereham, West of Tillsonburg, Ont., mileage 91.98 Main Line Subd.
- R-4318 December 31 - Authorizing the removal of the speed limitation at the crossing of the Chesapeake & Ohio Rly. and a public road at McGregor, Ont., mileage 13.9 Subd. No. 1.
- R-4319 December 31 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, Bay Roberts, Nfld., mile 22.85 Carbonear Subd.,
- R-4320 December 31 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Catherine St., City of Port Colborne, Ont., mileage 19.20 Dunnville Sd.
- R-4321 December 31 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road near Baden, Ont., mile 73.67 Guelph Subd.
- R-4322 December 31 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Arthur St., Elmira, Ont., mileage 47.52 Goderich Subd.
- R-4323 December 31 - Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying County Road No. 42 over its track, in County of Elgin, Ont., mileage 33.19 Port Burwell Subd.
- R-4324 December 31 - Approving the location of the proposed additional flammable liquid storage tanks and additional pipelines of Shell Canada Ltd., at Neepawa, Man., near mileage 33.3 Neepawa Subd. C.N.R.
- R-4325 December 31 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Welland St., City of Port Colborne, Ont., mileage 0.2 Humberstone Subd.
- R-4326 December 31 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Lafayette Blvd., at Longueuil, P.Q., mileage 1.26 Sorel Subd.
- R-4327 December 31 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in N.B., mileage 3.53 St. Quentin Subd.

Note: This pamphlet concludes volume 58 R.T.C.

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